SPECIAL ISSUE

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MCLARENS NEW 570GT

£154k, here in July Say hello to the British firm's most practical and posh sports car yet



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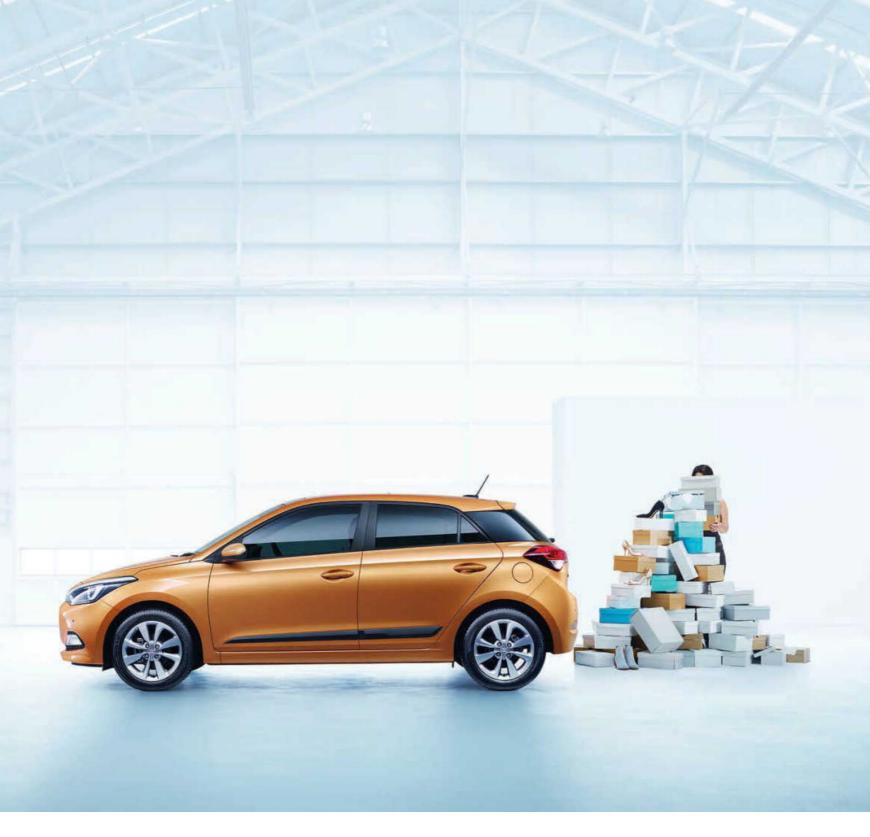
Mulsanne

February 2016 | Ford Mustang



Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (I/100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). Finance subject to status. Retail sales only 'Subject to availability at participating dealers only on vehicles registered by 31/03/2016. At the end of the agreement there are 3 options: (i) Renew Part exchange the vehicle. (ii) Retain indemnity may be required. Volvo Car Credit RH1 1SR. You will not own the vehicle until all payments are made. The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase at participating





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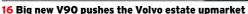
Clever use of internal space and a larger than average boot, ensures that no matter how carried away you get, the i20 will be able to carry it away. hyundai.co.uk







THIS WEEK luggage space than a Ford Focus, more power than a Porsche 911 Turbo





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'The new Ford Mustang's inherent chassis balance is absolutely peachy'





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Celebrating the UK's buoyant industry

THERE'S A HOME-GROWN theme running through this week's issue and there are reasons to be cheerful about the British car industry. Here's why.

One: car production in this country is thriving. Consider JLR's Halewood facility as a good example. It is running three shifts to keep up with demand for shiny new Jaguar and Land Rover products. We join the JLR night shift on p48 - and others could, too, because the industry as a whole is seeking 5000 new workers to keep up with demand.

Two: our sports car manufacturers continue to create jawdropping vehicles at a fair rate. In this issue, it is the McLaren 570GT (p8) and the go-faster Lotus Elise (p10). We're also keenly anticipating the first official details of Aston Martin's long-awaited DB11 next week.

Three: we make some great mass-production family cars. That much was reinforced when our testers gathered six

British-built cars to determine which is best. Discover the result on p34.

Further boosts to our domestic car industry are imminent. We'll report on them in the magazine and on autocar.co.uk as they happen.

THIS WEEK

Issue 6191 | Volume 287 | No 8

Established 1895

AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

Geneva motor show

We're gearing up for Europe's biggest motor show



FIRST DRIVE

Mercedes A200D

We see if the diesel hatch Mega-hatches from is in A-Class of its own

COMPARISON Focus RS vs Golf R

Ford and VW lock horns





BLOG

James Ruppert

It's farewell to Shed 7





Under the skin of latest Mercedes-Benz exec car



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THIS WEEK

New 570GT is most practical McLaren yet

GT model gets luxurious cabin and rear boot space for added usability; on sale from July

cLaren's 570S sports car has spawned a more practical and luxurious GT variant, with significant changes designed to make the car more road-biased and usable everyday.

The new two-seat 570GT is the second of three models so far confirmed for McLaren's entry-level Sports Series range; a convertible version is the other and is being prepared for 2017. The 570GT will reach the UK in July after a debut at the Geneva motor show.

At the heart of the new 570GT is the same 562bhp twin-turbo 3.8-litre engine as in the 570S. The new car shares its front end and dihedral doors with the 570S on which it is based, but it gets a new roof and rear end, which features

a new upper structure, spoiler and aerodynamic package. But the most significant feature is a glass 'Touring Deck'.

This is, in essence, a sidehinged glass door. The hinges can be on either side of the car, depending on whether it's right or left-hand drive, allowing for loading of the 'boot' at the kerbside. Opening it gives access to a leather-lined 220-litre luggage space behind the two-seat cabin. Couple this area with the 130-litre space at the front of the car and the 570GT's total luggage carrying ability is 350 litres, which is more than a Ford Focus hatchback can offer. The space behind the seats is good for medium-sized bags, while the area immediately below the

glass deck fits suit bags and laptop bags.

The interior has also been tweaked. The basic structure remains the same as that in the 570S, but the materials used are more luxurious, and special Luxury or Sport interior themes will be offered.

A tinted panoramic roof, equipped with a noise insulation and solar radiation



absorption material, is standard to make the cabin lighter and airier.

The more luxurious interior is in keeping with the car's grand tourer brief, which has also entailed changes to the chassis. The spring rates have been reduced by 15% at the front and 10% at the rear for a softer ride than the 570S offers. The adaptive suspension system is shared with the 570S, however. and the Normal, Sport and Track driving modes remain, although the system and anti-roll bars have been revised to improve the ride over more broken surfaces.

The glass hatch is framed in carbonfibre to ensure that the 570GT's rigidity is as stiff as that in the 570S.

The steering ratio of the electrohydraulic system has been reduced by 2% over the 570S, and iron brake discs with aluminium hubs are fitted as standard, replacing the 570S's carbon-ceramic brakes.

The Pirelli P Zero tyres are also of a bespoke compound designed to minimise road noise. The exhaust of the 570GT is taken from the detuned 540C model that sits below the 570S in the range, as it is 3dB quieter than the 570S's sports exhaust system, although the fruitier pipe remains an option.

The alloy wheels have a diameter of 19in at the front and 20in at the rear and are of a unique 15-spoke design.

As you'd expect, the 570GT is well appointed. It comes with a full leather cabin, electrically adjustable and heated seats, an electrically adjustable steering column and soft-close dihedral doors

However. the new rear structure means the 570GT is heavier than its 570S sister car; the GT weighs 1350kg dry, compared with the 1313kg of the S.

This has had a minuscule impact on performance; the 0-62mph time is 3.4sec (up 0.2sec from the 570S) and the 0-124mph time is 9.8sec (up 0.3sec). Top speed is 204mph, which is the same as the 570S can manage. The gearbox is the same sevenspeed dual-clutch automatic unit, driving the rear wheels.

Once the Sports Series range is complete, McLaren should be at its annual production target of 4000 cars by 2017, which it will maintain until 2019. It plans to build around 3000 cars this year, two-thirds of which will be in the Sports Series (the 650S range of supercars is the Super Series and the P1 is the Ultimate Series).

McLaren expects around one in four Sports Series models to be the GT.

The 570GT has been priced at £154,000, just over £10,000



Cabin and rear load space are lined in premium leather; changes to the rear end include a small spoiler

Q&A ANDY PALMER, McLAREN VEHICLE LINE DIRECTOR, SPORTS SERIES

What's the car like to drive?

"It's very road-biased. Customers wanted the performance of a McLaren but to be more comfortable and refined, and with higherquality materials inside.

What about developing an all-wheel drive system?

"No. It had to be rear-wheel drive. Weight is also a consideration for this."

Why have you given it the more powerful engine?

"It's pitched as a premium model above the 570S, so it needed the more powerful engine from the 570S and not the 540C. It couldn't have less power. There are no plans for a 540GT. We want the performance but with more



luxury, and the ability to take your partner to the south of France or the north of Scotland, wherever."

How does the car handle?

"The focus will be on comfort and it is softer, but this doesn't affect the handling. It's still a sporty car and will put a smile on your face. The damper set-up is the same. There is still a segment of people who will put it on the

track, so it still has the track mode and the performance."

Did you consider making a 2+2 cabin?

"We looked at it, but it had to be usable. With that configuration there would be no room inside. With this design there is no compromise. Had we made a 2+2, we would have had an unusual and pretty much unusable space."

What other Sports Series models are planned?

"At the moment, there are only plans for the Spider version in 2017. There is natural progression with a GT, Spider and coupé, but I'm not saying any more... we want to appeal to a wide range."





otus has unveiled the fastest road-going version of the Elise yet, the Cup 250.

The Elise Cup 250, which replaces the Cup 220 in the Elise range, can crack 0-62mph in just 3.9sec and reach a top speed of 154mph. The 0-62mph time is an improvement of 0.3sec over

the Cup 220's and the top speed is up by 9mph.

These gains have been made possible by an increase in power, a reduction in weight and revised aerodynamics.

The Elise Cup 250 uses the familiar 1.8-litre four-cylinder engine sourced from Toyota and mounted in the middle of the car. Peak power has been

increased by 26bhp over the Cup 220 to 240bhp for the Cup 250. This figure also eclipses the track-only Elise Cup R by 26bhp. Torque remains at 184lb ft and the gearbox is a six-speed manual.

Weight has been cut by 21kg over the Cup 220 to 931kg. This saving has been achieved by, among other things, the addition of a lighter lithium ion battery, which saves 10kg, seats made from carbonfibre and ultra-lightweight forged alloy wheels, which are 16in in diameter at the front and 17in at the rear. They are shod in Yokohama AO48 tyres, which are 195/50s at the front and 225/45s at the rear.

A further 10kg can be saved

by opting for the Carbon
Aero Pack. This replaces
the standard front splitter,
rear wing, rear diffuser and
side floor extensions with
lightweight carbonfibre
components. The standard
aerodynamic package has been
optimised and the Elise Cup
250 is claimed to provide 66kg
of downforce at 100mph, with
155kg at 154mph.

The new model also achieved a 1min 34sec lap time at Lotus's Hethel test track, taking 4.0sec off the Elise Cup 220's best time.

The Elise Cup 250 continues to use the motorsport-derived suspension and braking components from the Elise Cup 220. Its AP Racing twin-piston front calipers and Brembo single-piston rear calipers work in conjunction with the tracktuned ABS system.

The new Lotus Dynamic
Performance Management
(DPM) system provides a Sport
mode that increases throttle
response, lowers traction
slip thresholds and removes







Aston in EV deal

ASTON MARTIN HAS announced a partnership with Chinese technology firm LeEco (formerly Letv) to develop the RapidE electric vehicle for production by 2018.

The two companies have signed a memorandum of understanding to develop the production version of the RapidE, followed by several other electric models before 2020.

The deal includes the potential to jointly develop a range of new-generation connected electric cars for Aston, LeEco and LeEcobacked Faraday Future, a US-based electric car startup that launched itself with its 1000bhp FFZero1 concept car at last month's Consumer Electronics Show.

The partnership is an extension of one already in place between Aston and LeEco, which led to the new infotainment and internet system for the Rapide S unveiled at CES.

The RapidE concept was first seen in October. Williams Advanced Engineering was involved in developing its powertrain and Shanghai-based ChinaEquity was named as an investment partner to explore production viability.

Aston boss Andy Palmer revealed that the car would be released as two variants: a rear-drive RapidE with around 550bhp and a 200-mile range, and an 800-1000bhp all-wheeldrive RapidE, with a motor on each wheel.

understeer recognition, thereby allowing greater driver involvement before the system intervenes.

The cabin includes full Alcantara trim in red or black as standard, with an optional Leather Pack available. An in-car entertainment system with iPod and Bluetooth connectivity, full carpets and greater sound insulation are available as options. There's also a new engine start button.

Lotus boss Jean-Marc Gales said: "The Lotus Elise has long set the benchmark in its class, yet we've been able to hone its straight-line performance and handling. Yes, it is capable of amazing things on a track, but it also retains its road manners and is perfectly composed for day-to-day driving. No rival offers this level of performance and accessibility."

The Elise Cup 250 is available in roadster guise as standard, with a hard-top available as an option. It will go on sale in April for £45,600. **DANNI BAGNALL**

ANOTHER MONTH, another special Lotus Elise. Faster again, lighter again and, I have absolutely no doubt, even more fun to drive yet again. The Elise is a remarkable machine, still one of the greatest driver's cars on the planet. It has already seen off the Alfa Romeo 4C, and the new Alpine (p19) will have to be brilliant to out-Elise the Elise (or Exige). It is perennially capable of being honed and improved.

MATT PRIOR

But the margins are now so tight: 0.3sec here, 9mph there, 21kg elsewhere. No matter how many brilliant quantities the Elise has, they are increasingly known quantities. The Elise's construction and layout still feel modern,

but not, as they once did, entirely radical.

The law of diminishing returns

That makes it one of those rare cars, about which when somebody suggests buying a new one, you can realistically point them to the recent back catalogue - especially when the new price is £45,600.

That's not an unreasonable price by the standards of its competitors, but on Lotus dealer forecourts, there are Elises that'll do 90% of what the Cup 250 will, at less than 90% of its price.

Long may the Elise continue to be a performance and handling benchmark, but a newer version, with bigger margins of change, would not hurt it.



LeEco revealed sketches of its first EV, LeSupercar, in 2015



The Aston Martin DB11 appeared again online last week ahead of its official debut at the Geneva show. A customer attending a private event uploaded a since-deleted photo to social media, revealing the front end of the new car.

Bentley plays long game

Mulsanne line-up revised, with new long-wheelbase models and improved refinement and equipment

he Bentley Mulsanne
line-up has been extended
to four models as part
of an extensive revamp
of the range that will be
unveiled at the Geneva motor
show next month.

The range now comprises updated versions of the standard Mulsanne and Mulsanne Speed, plus two new Mulsanne Extended-Wheelbase models, one with increased rear leg room and the other offering six seats in a four-up, face-to-face rearseat configuration.

The entire Mulsanne range has been facelifted with what its makers describe as a "fresh and modern" look and new chassis technology to deliver what is claimed to be "the world's most refined ride", as it moves to assert itself against flagship rivals ranging from the Rolls-Royce Phantom to the Mercedes-Maybach S-Class.

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Power for the Mulsanne comes from the existing 6.75-litre V8, which delivers an unchanged 505bhp and 752lb ft of torque and is linked to an eight-speed automatic ZF transmission. The 0-60mph time remains at 5.1sec, with a top speed of 184mph.
Combined fuel economy is

19.3mpg, up from 16.8mpg, with a CO₂ output of 342g/km, down from 393g/km.

Active engine mounts and revised suspension bushes deliver a more controlled ride, and drivers can adapt the suspension between Bentley, Sport, Comfort and custom modes. Meanwhile, a new

tyre construction created in partnership with Dunlop reduces cabin noise by up to 4dBA – which is more than half of the noise generated in the cabin in the current car.

Although the new-look Mulsanne stays true to its predecessor, the redesign is extensive; the entire front end is new, including the bumper, bonnet, radiator, grilles and lights.

Key to these changes has been a philosophy of integrating all the design elements so that they flow and work together more neatly, as well as giving the car more visual width and therefore presence. The new stainless steel grille with vertical slats – 80mm wider than before – is the stand-out change on the front. It apes the design of historic Bentleys, including the 1930 8-Litre, Embiricos and R-Type Continental.

At the rear, changes are more focused on the bumper and light treatments. The bumper, for instance, is 26mm wider at its lower edge and contains a feature line designed to catch the light and give the car a more purposeful look. The rear lights are also more stylised in a 'B' shape, to







give the car a more instantly recognisable look at night.

Inside, the most significant update is a new 8.0in touchscreen infotainment system, modernising the cabin ambience and updating the sat-nav. The system is compatible with Apple CarPlay, Android Auto and MirrorLink.

In the rear, two 10.2in
Android tablets sit in the
backs of the front seats and
are 4G, wi-fi and Bluetooth
enabled. The tablets are
detachable and link to the
infotainment system so
passengers can stream music
or video or control the sat-nav.
Other interior changes are
focused on a new style of seat,
new door trims and armrests
and updated glass switchgear.

Bentley is targeting the stretched-wheelbase Mulsanne models at China and the Middle East, the second and third-biggest markets for the model after the US.

The 'standard' longwheelbase car has an extra 250mm of rear leg room, and the pair of seats – separated by a console – have leg rests that can be extended. In addition, the rear passenger compartment has its own sunroof. Weight is unchanged



over the standard five-seat car, at 2685kg.

Few details of the six-seat version of the Mulsanne were revealed prior to its Geneva unveiling, beyond the revelation that it has a wheelbase extended by a metre to accommodate four rear seats that face each other. The car, called the Bentley Grand Limousine by Mulliner, will be built to order and is described by an insider as "invoking the spirit of coachbuilding". No sales predictions were released, but a spokesman said it is a "very low-volume" car.

The Mulsanne Speed is powered by the same 6.75-litre V8 as before but with 530bhp, 811lb ft of torque and a recalibrated automatic gearbox, resulting in a 0-60mph time of 4.8sec and a top speed of 190mph. It also has an additional sports suspension mode. Visual differentiators include a dark tint finish on exterior chrome details, new 21in alloy wheels, different bumpers and sports exhausts. Inside, quilted sports seats are standard, as are alloy pedals and a sportier gear selector.

Deliveries of the new models will begin this summer. Prices are expected to rise over the current £229,360 for the standard car and £252,000 for the Speed. No indication of pricing for the long-wheelbase models has been given.

JIM HOLDER

Greater focus on Mulliner

BENTLEY IS EXPLORING ways to develop its Mulliner division, and the six-seat Mulsanne Grand Limousine to be revealed at the Geneva motor show is the first sign of its broader remit.

Asked if the car signalled a new direction for Mulliner, which has long customised car colours and specs to customer requirements, Bentley boss Wolfgang Dürheimer said: "Yes, I think we can do more.

with a history nearly 500 years old, but it is not a well-known name. It is somewhere exceptional ideas can take shape and small-scale ideas

"Mulliner is an asset

can be developed into larger-scale ones."

Asked how far Mulliner could go and if it could revive coachbuilt one-offs, Dürheimer added: "It's possible, yes. The only thing to say is that Stefan Sielaff is the design director, and what he says is the rule. If someone wants a Bentley that looks like a tank, then he will say no.

"But if a customer demands something odd but tasteful, then why not?

"All I add is that our customers' safety must come first. Anything that alters the aero, suspension or weight balance needs careful consideration."

Hotter Flying Spur V8 revealed

BENTLEY HAS REVEALED the new Flying Spur V8 S, which sits between the V8 and the W12 flagship model.

Powered by Bentley's twin-turbo 4.0-litre V8 engine, the V8 S delivers 521bhp, 20bhp more than the regular V8's 500bhp. It has 502lb ft of torque and covers 0-60mph in 4.6sec, with a top speed of 190mph. It averages 25.9mpg and has CO₂ emissions of 254g/km.

Power is delivered via an all-wheel drive system with a 40/60 rear-biased torque split. 'S' mode is said to provide sharper throttle response and additional engine braking. The suspension, damping and electronic stability control has also been revised to improve handling.

Deliveries will begin this summer, but prices have not been revealed.



Q&A STEFAN SIELAFF, DIRECTOR OF DESIGN, BENTLEY

You've been at Bentley for nine months now. How is it? "Through my work with the VW Group, I had already worked on the Speed 6 concept and Bentayga, so coming here is not like starting again. What's interesting is that there is a desire to improve the brand design and take steps forward that give us a younger outlook."

Does that mean doing away with some heritage?

"No, not at all. Heritage has to be a big part of Bentley, but it is clear there is room for a more modern interpretation of what Bentley stands for. Millennials – the wealthy under 30s – are our next generation of customers, and we must appeal to them."

How big a role will technology advances play in that?

"The biggest steps in design will come from technology advances. Without technology steps, we'll be reinterpreting what's gone before. With them, we can innovate in a blockbuster fashion."

Will Bentley interiors look like Audis then?

"No. Audi is about Vorsprung Durch Technik, so digital makes sense. Bentley is about being extraordinary, luxurious and sporty; we shouldn't overstate technology but can present it in a delicate way. The Mulsanne's hidden tablets are an example of that."





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PEUGEOT 108





Estate to boost Optima sales

Kia's new Optima Sportswagon is set to go on sale in the UK this autumn, priced from about £22k

ia has expanded its
Optima range ahead of
the Geneva motor show
with the launch of a new
estate model, the Optima
Sportswagon (SW). This is the
first time Kia has produced an
estate car of this size and it is
expected to outsell the Optima
saloon by as much as six to one.

The Optima SW will go on sale in the UK this autumn, priced from about £22,000, a few hundred pounds above the equivalent saloon.

It will be offered with a choice of two engines in the UK. The range-topping GT will get a 2.0-litre turbo petrol engine with 242bhp and 260lb ft. The GT also has electronically controlled adaptive suspension as standard, tuned specifically



for European driving tastes. This is optional on the diesel version, which is powered by a 139bhp, 251lb ft 1.7-litre unit.

GT trim, which will also be offered on the Optima saloon, includes a bodykit, new 18in alloy wheels, twin exhausts and new interior detailing and trim. Work has been done at the Nürburgring to tune it as a sporty model.

The rear seats in the Optima SW split 40/20/40 as standard. Boot capacity is 553 litres with the rear seats up, but there is no official figure yet for its capacity with the seats down.

Kia claims to have tuned the Optima SW's independent suspension to improve agility and offer better protection from poor road surfaces. Spring and damper settings for the SW are different from the saloon's.

The Optima SW will be joined in Geneva by the new Optima Plug-In Hybrid and the Niro hybrid crossover. Both will be making their European debuts after a Chicago motor show launch earlier this month.

The petrol-electric plug-in hybrid set-up being showcased in the saloon in Geneva will also be offered on the Optima SW in time, Kia says. The Niro, which features a parallel hybrid system, will also spawn plug-in hybrid and all-electric versions.

MARK TISSHAW

Kia lines up Juke rival for 2018

KIA HAS PLANS to launch a compact SUV within the next two years. It will be one of nine new models that the company plans to launch by the end of 2018.

Kia's European marketing director, Artur Martins, confirmed to Autocar that the small SUV – a rival to the likes of the Nissan Juke and Renault Captur – will be on sale within the next two years and based on the next-generation Rio, which is due next year.

Skoda previews new Kodiaq SUV as a hybrid

SKODA'S VISIONS CONCEPT car, which previews the firm's upcoming Kodiaq SUV, has been revealed with a petrol-electric powertrain in advance of its debut in Geneva next month.

The concept features a turbocharged 154bhp 1.4-litre petrol engine, which is mated to a 54bhp electric motor housed within the six-speed dual-clutch automatic transmission. A second 114bhp electric motor is mounted on the rear axle,

giving the concept a 'smart' four-wheel drive set-up that needs no mechanical coupling.

The VisionS can hit 62mph from rest in 7.4sec and reach a top speed of 124mph.

Skoda says the VisionS emits just 45g/km of CO₂ and can travel for up to 31 miles on electric power alone. Its total range is rated at 621 miles. As with most hybrids, drivers can choose from several driving modes to either recharge the battery or run on electric power alone.

Measuring 4700mm long, 1910mm wide and 1680mm tall, the VisionS is longer, wider and lower than its chief rival, the Kia Sorento. In production form, where it's expected to take the Kodiaq name, the VisionS will be pitched as an upmarket rival to the mid-market SUVs currently on sale.

The concept features seating for six arranged over three rows, with a cabin that has large digital displays for "digital networking".





Volvo reinvents its big estate

All-new Volvo V90 grows in size and sophistication compared with old V70; on sale in autumn

he new Volvo V90 has been revealed ahead of its public debut at the Geneva motor show next month. The fiveseat V90 is a close relative of the S90 executive saloon and has the same interior layout, including its large touchscreen infotainment interface and digital dashboard technology.

At 11cm longer than its V70 predecessor, the V90 can carry up to 1526 litres of cargo. All the extra length has been put into the wheelbase and the car is just short of five metres long. Prices are expected to kick off at close to £34,000 when UK sales begin in the autumn.

Volvo released its 2015 financial results simultaneously with the V90, showing that the company had cracked half a million sales for the first time in its history.

Profits also trebled for the Chinese-owned company, mostly on the back of the enthusiastic market reception for the new XC90 SUV, which is driving profits because customers are buying more

highly specced versions than Volvo had initially predicted.

Håkan Samuelsson, chairman of the executive board of Volvo Cars, also revealed that the brand will release its first battery-powered car for the 2019 model year. Although he refused to be drawn on the car's exact format, it will be based on an adapted version of Volvo's new SPA platform and be all-wheel drive, with an electric motor on each axle.

Samuelsson also said work is under way on Volvo's new

US plant in South Carolina, which will help to establish the company as a proper global brand. This facility will mean the company has production bases in the three main markets of Europe, China and the US.

The first car to roll out of the factory in 2018 will be the next-generation S60 saloon. Samuelsson said Volvo will also establish product development teams in the US. "To build cars for US preferences, we need to be on the spot, not thousands of miles away," he told Autocar.

The majority of premium large estate cars are sold in Europe, where the total market is a modest 200,000 units or so. Remarkably, Volvo's ageing V70 managed to outsell both the BMW 5 Series Touring and the Mercedes-Benz E-Class Estate in 2015, shifting 49,300 units, although it was some way behind the Audi A6 Avant's 67.200 sales. Analysts expect the new V90 to overhaul the A6 to become the best seller in Europe.

Topping the V90 powertrain line-up is the T8 'Twin Engine' plug-in hybrid, which mates an 87bhp, 177lb ft electric motor to a 2.0-litre diesel engine for a combined output of 401bhp and 472lb ft. CO2 emissions of 47g/km and fuel economy of 134.5mpg are also claimed.

The other engines are all 2.0-litre four-cylinder units. The petrol T5 (41.5mpg, 154g/km) produces 250bhp and 258lb ft. The D4 diesel (62.7mpg, 119g/km) puts out 187bhp and 295lb ft. The D5 twin-turbo diesel (57.6mpg,

129g/km) has 232bhp and 354lb ft and gets mechanical four-wheel drive as standard.

A turbocharged and supercharged T6 petrol unit (38.1mpg, 169g/km) is good for 315bhp and 295lb ft and also comes with four-wheel drive. All engines are coupled to an eight-speed automatic 'box.

Volvo's IntelliSafe collision avoidance technology will be an option on the V90 and includes blind spot information, rear collision warning and cross traffic alert, which helps drivers reversing into a road by warning them of incoming traffic. A 360deg camera, Park Assist Pilot and built-in booster seats will also be safety options on the V90.

At the unveiling in Stockholm, sources said Volvo would produce a highriding XC version of the V90 as well as a sharply styled R-Design spin-off, which will have a sportier approach and feature carbonfibre trim and 21in wheels.

HILTON HOLLOWAY







The financial health of Volvo Cars improved dramatically in 2015 compared with the previous year. The biggest news for the company was breaking through what one official

called "the psychologically important half-a-million barrier".

After spending many years with its sales mired in the 400,000-unit range, the company moved 503,127 units in 2015, a big jump over the 2014 total of 465,866 units.

Thanks in large part to the successful launch of the XC90 flagship SUV (Volvo took some 88.000 orders in 2015), profits also leapt. Volvo banked profits of £545 million in 2015. which is significantly up on its modest profits of £175m in 2014.

Volvo's sales rose to 198,046 vehicles across



western Europe in 2015, although sales in China were almost exactly flat at 81,588. Sales jumped around 15% in Sweden to 71,200 units and were up by more than 12% in the US from just 56,371 units in 2014 to 70,047 in 2015.

Volvo's all-important profit margins also finally started to revive. In 2014, the Swedes had a profit margin of just 1.5%. That jumped to 4.0% across 2015 as a whole and 5.6% in the second half of 2015, showing the impact of highly specced XC90 models leaving the Volvo showrooms.

Torque biasing is set to come to EVs and hybrids

LIKE MANY GOOD ideas, it has taken torque biasing a few years to really take off. Splitting torque levels across an axle and delivering different amounts to each wheel can dramatically alter how a car handles, helping it to turn in, increasing stability in extreme manoeuvres and improving traction. It's how the Focus RS does its magical line tightening and Drift-mode showboating.

The RS uses a version of the Twinster rear axle that was developed by UK firm GKN Driveline to do its biasing. Now GKN is working on an electric version of the same technology that promises to add some of the same magic to hybrids and EVs, and we've experienced a prototype version in Sweden fitted to a Volvo XC90 T8.

The principle of this e-Twinster is very similar to the conventional version, with two electronically controlled clutch packs working to engage drive for each rear wheel. These operate progressively, allowing different amounts of torque to be sent to each side. Power comes from an electric motor.

GKN says the system works faster than the



standard Twinster because the electric motor can supply torque even when there's no power coming from the engine. It can also provide stability-enhancing vectoring under braking on cars that use regeneration.

It works with part-electric drivetrains like the XC90 T8's, which uses an electric motor at the back, and pure EVs. It will be ready for production next year and GKN says several major car makers are interested in it.

DRIVING IMPRESSIONS

It looks just like an XC90 T8. but it doesn't drive like one. Although I only drove on a frozen lake, I was able to compare it directly with a stock XC90 T8 and Focus RS.

The car fitted with the e-Twinster felt far more responsive than the normal T8, which also uses a GKN electric drive module at the back, but without torque biasing. It was far keener to turn and had less understeer than the standard car. showing impressive agility on a handling course and being easily persuaded into sustained high-speed drifting on a 200m-diameter circle. It's not the dynamic match of a Focus RS - it weighs nearly twice as much - but there's some of the same enthusiasm.

Not that a production version is likely to behave in the same way. The prototype has switchable levels of vectoring to show the effect of more torque, and final calibration will depend on the traits a manufacturer wants to enhance. Volvo seems an obvious candidate to use e-Twinster first, and it would certainly help to sharpen up the T8's responses. **MIKE DUFF**

It was far keener to turn and had less understeer than the standard car





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Alpine sets out ambition

Renault's sports car brand wants to get its new car right, then others will follow

enault's resurrected Alpine sports car brand has "millions of ideas" about how it can grow from a single model to a full range of cars in the future. according to Alpine managing director Michael van der Sande.

But the ex-Bentley, Aston Martin and Tesla man said all the focus for now was on the launch of a production version of the Vision concept, which was revealed at an event in Monaco last week when more details of it were confirmed.

It has a bespoke lightweight mid/rear-engined chassis designed and engineered by Renault Sport, as well as a bespoke engine and transmission, details of which no Alpine executive would confirm. There was no comment from van der Sande about whether or not the Alpine would be offered with a manual gearbox, although he said there are no plans for an electric version at present. He said there would be significant investment in the Dieppe plant, where Alpines will be built.

Renault boss Carlos Ghosn said Alpine represents a longterm investment that will grow over time. "We will build and invest patiently," he said.

"This is very close – very close - to production," he said about the relationship between the concept and final road car. Concept car flourishes that won't make production include the door mirrors and wheels, but the design is otherwise representative of what Alpine will put into production in 2017.

Ghosn said he doesn't see any real competitors for the Alpine, because it is a unique

proposition in the marketplace. Cars like the Lotus Elise are seen as more extreme and ones like the Porsche Cayman too heavy, Renault claims, whereas the Alpine occupies the middle ground that it believes is empty.

As for talk of expanding Alpine, Ghosn said: "We start with a production version of this car, with a vision of building a brand. We have to get this one right or there will be no brand."

This view was echoed by van der Sande. However, he said if Alpine's launch model is a success, a range of models will follow. "We have million of ideas, but first we must do this car really well. If we did five cars at once, it would harm the investment and quality. We won't run out of ideas. We need to do them at the right time and in the right order."

MARK TISSHAW



Facelifted Kuga gets new diesel and tech

FORD'S FACELIFTED KUGA SUV features a new diesel engine option and the latest version of its Sync infotainment.

The new engine is a 120bhp 1.5-litre diesel, which drives

the front wheels and promises average economy of 64.2mpg, with CO₂ emissions of 115g/km.

A 150bhp 2.0 TDCi is offered in either front-wheel-drive or all-wheel-drive forms. In front-



Revised bonnet design is claimed to improve pedestrian protection

drive form it returns 60.1mpg combined and emits 122g/km of CO2. A 180bhp 2.0 TDCi version with all-wheel drive, delivering 54.3mpg combined and 135g/km, is also available.

The 1.5 Ecoboost petrol turbo unit remains in the line-up in 120bhp and 150bhp guises. An all-wheel-drive 182bhp variant returns 38.2mpg and 171g/km.

The new Sync3 system uses an 8.0in touchscreen and has Apple CarPlay and Android Auto functionality. It allows drivers to control functions using conversational voice commands. By saying "I need a coffee" or "I need petrol",

for example, the system will locate nearby stops.

The updated Kuga has a more heavily sculpted bonnet, which is claimed to increase pedestrian protection. The cabin also now has fewer buttons.

All-wheel-drive Kugas offer Ford's semi-autonomous perpendicular parking technology. Cross traffic alert aids drivers reversing out of a parking space, and park-out assist helps drivers as they exit parallel parking spaces. A new, enhanced version of Ford's active city stop is also on board, now operating at speeds of up to 31mph, an increase of 12mph.

launch Hyundai's upmarket sub-brand, Genesis, in the UK continues to hang in the balance. Hyundai UK boss Tony Whitehorn said: "There will be six Genesis cars by 2020, with a focus on Korean, US and Middle Eastern sales. It's possible some will come to the UK, but the biggest problem is the need, and cost, of engineering them for right-hand drive."

SEAT'S NEW SUV, the Ateca, is named after a town near Zaragoza in north-east Spain. Seat boss Luca de Meo said it was chosen because it's a short name and easy to pronounce in any language. Ateca is best known for the red wine it produces. All Seats are named after locations in Spain.



RENAULT WILL EXPORT a version of the Kadjar with a 1.2-litre turbo petrol engine to China this year to augment the 2.0-litre petrol variants now being built as part of its nascent joint venture with home market giant Dongfeng.

A SENIOR CAR designer has said it's becoming a struggle to design front ends of cars with ever-larger radar and detection systems for safety features. "All companies are struggling to design these things as they get bigger and there are more of them.

THE UPCOMING ALFA Romeo SUV could take the Stelvio name when it goes on sale in the UK in 2016-17. Autocar sources in Italy have confirmed that Stelvio is one of a number of names under consideration for the new SUV. No final decisions have been made, but the Stelvio name is understood to be a front-runner in the eyes of Fiat Chrysler Automobiles boss Sergio Marchionne.

HUAYRA BC TURNS THE WICK UP

The Pagani Huayra BC, a more hardcore variant of the supercar, has been revealed. It features new aerodynamic bodywork, lightweight components and a hike in output for its twinturbo 6.0-litre V12 to around 800bhp.



BOND DB10 NETS £2.4 MILLION

An Aston Martin DB10 used in the James Bond film Spectre was sold for £2,434,500 at auction house Christie's last week. It is the only DB10 from the film shoot that will be sold to the public. Proceeds went to Médecins Sans Frontières.









Maserati's Porsche Cayenne rival revealed ahead of Geneva motor show debut

he long-awaited Maserati Levante SUV has been revealed in official images as part of the build-up to a public unveiling at the Geneva motor show next week.

Maserati has also confirmed technical information about the new model, which is

based upon the platform that underpins the Ghibli and the Quattroporte.

All versions of the Levante will feature sophisticated electronic suspension with controlled damping and adjustable air springs, Maserati's Q4 all-wheel drive system and an eight-speed automatic transmission that has been calibrated specifically for the SUV.

The Levante will be offered with a choice of petrol or diesel powerplants, Maserati has confirmed.

Autocar understands a

3.0-litre V6 petrol engine will be offered in two states of tune, with a Levante 350 capable of hitting 62mph from rest in 6.3sec on its way to a top speed of 151mph, and a Levante 430 managing the 0-62mph sprint in 5.2sec and going on to a top speed of

164mph. The diesel model also has a 3.0-litre V6 and can cover 0-62mph in 6.9sec and achieve a top speed of 143mph.

As well as these powertrains, the Levante is likely to borrow the Quattroporte's V8 engine for a range-topping performance version. A plug-in hybrid variant of the Levante is also planned.

The Levante features a dramatically sculpted bonnet, with a bold interpretation of Maserti's grille, a new design of tapered headlights split into two elements and large front air intakes. Maserati's trademark three air vents feature on the front wings. The SUV also has frameless door windows, a trapezoidal C-pillar featuring the Saetta logo seen on the Ghibli and other Maseratis, a spoiler mounted at the top of the boot and four exhaust exits.

The Levante is expected to cost from around £65,000 in the UK and is a crucial model for Maserati. Indeed, the rival to the Porsche Cayenne and BMW X5 could quickly become the firm's biggest-selling model as it looks to grow sales to 70,000 units by 2018. The first examples of the Levante have already rolled off the production line in Turin, Italy.

Audis to save 4mpg after major quattro revision

AUDI HAS GIVEN its longrunning quattro permanent all-wheel drive system a major engineering overhaul as part of its new philosophy of using 'predictive' technology to reduce fuel consumption.

The revised set-up is based on the original quattro system that uses longitudinally mounted engines. Audi engineers have fitted an electronic clutch to the rear of the gearbox to allow drive to the rear wheels to be

disengaged in fractions of a second. In order to further reduce drag, a second electronic clutch is fitted to the rear differential, allowing the rear wheels to spin freely when disengaged rather than turning the propshaft and thereby causing mechanical drag and increasing fuel consumption.

Audi claims this new quattro Ultra transmission will save an average of about 4mpg compared with today's permanently engaged quattro set-up. It is also 8kg lighter than today's system.

Audi says the control system for quattro Ultra is "networked with a number of other control units". Every 10 milliseconds, the quattro controller "acquires and analyses a wide variety of data, including steering angle, lateral and longitudinal acceleration and engine torque levels", among many other things.

It can, for example, calculate the point at which a front

tyre is approaching the limit of its grip and within 0.5sec activate the all-wheel drive system. Quattro Ultra also uses information from the car's electronic stability control and an individual's own driving style. It even takes into account the external temperature and local weather conditions.

The new Ultra system offers the driver different command settings for the four-wheel drive system. Auto mode allows the car's management systems to decide when and where to activate all-wheel drive. In Dynamic mode, more power is sent to the rear wheels "more quickly".

The first model to be fitted with quattro Ultra will be the new A4 Allroad quattro, which is launched this summer. It will then be rolled out on all longitudinally engined Audis that are equipped with either a manual or S tronic dual-clutch automatic gearbox.

The highest-powered quattro models will be offered with a torque-convertor automatic and conventional permanent all-wheel drive.

Audi says it has built around seven million cars equipped with the longitudinally mounted quattro transmission, which made its debut on the iconic 1980 Ur-Quattro coupé.

Including models with the part-time quattro system used by transversely engined Audis, more than 40% of all Audi models sold in 2015 had all-wheel drive. The biggest-selling all-wheel-drive Audi was the Q5 SUV, with 210,000 units sold.





Lexus LC gets hot hybrid

LC500h performance coupé will have 354bhp from an all-new hybrid system; on sale next year

he Lexus LC500h 2+2 coupé will pioneer a new hybrid system when it goes on sale in mid-2017, promising to "deliver the sharpest and most refined drive yet from a full hybrid".

The so-called Lexus
Multi Stage Hybrid System
mates a 295bhp 3.5-litre V6
petrol engine with a fourspeed transmission and an
electric motor that utilises
a continuously variable
transmission that can deliver

six physical gearchange sensations to the driver. As such, the driver can 'change' gear 10 times, with the hybrid system matching itself with the engine revs to offer instant torque after each change.

Officials admitted that a dual-clutch automatic set-up was considered, but the new system is far more compact and therefore lighter and easier to package into the LC500h. The gearchange times of the system are also said to

match those of a dual-clutch automatic. Total system output is rated as 354bhp, and the LC500h can reach 62mph in less than five seconds.

Lexus Europe boss Alain Uyttenhoven said: "The engineers promise me that this will be a hybrid that will spin its wheels – even the LC's 21in ones – on dry asphalt. This is a hybrid system with instant torque and driveability."

The LC500h sits on Lexus's new GA-L platform, which

features high-strength steel and aluminium suspension components to reduce weight, as well a multi-link front suspension system. Other weight-saving technology includes the use of aluminium mounted on a carbonfibre structure in the bonnet and wings, and carbonfibre in the roof structure.

The LC500h is the second version of the LC to be revealed, following the flagship LC500, which is powered by the same naturally aspirated 5.0-litre V8 engine that is already used in the RC F and GS F. The engine produces 467bhp and 389lb ft of torque.

Uyttenhoven said faster versions of both the hybrid and V8 models were possible but suggested that only one would be developed. He also hinted that a convertible LC is possible. Prices are expected to begin at around £75,000 when the LC goes on sale.

JIM HOLDER

More equipment and new style for revised VW Up



VOLKSWAGEN HAS revealed a lightly facelifted version of the Up city car ahead of its Geneva motor show debut.

Among the changes are a tweaked exterior, a wider range of colour schemes, revised interior trims, an extended range of customising options, new smartphone connectivity options and a new 89bhp turbocharged 1.0-litre three-cylinder petrol engine.

The new powerplant complements the existing naturally aspirated 1.0-litre

triple. It delivers 89bhp and 118lb ft of torque at 1500rpm and will get the Up from 0-62mph in 10.0sec. Combined economy is 64mpg and CO₂ emissions are 102g/km.

The Up will continue to be offered with three and five-door bodystyles. The wider range of custom options include 13 body colours, nine exterior decals, three roof colours, 10 individual dashboard designs and a new ambient light option on upper-end models.

While the interior remains largely untouched, the Up now comes with the option of a multi-function steering wheel and Volkswagen's Pure Air Climatronic automatic air conditioning system.

VW now offers the Up with the option of USB and Bluetooth smartphone connectivity, as well as on-board computer functions via an app. Buyers can also specify a 300W Beats Audio sound system as part of a new Up Beats equipment line.

MEGANE ESTATE HOTS UP

Renault's Mégane Sport Tourer range will be crowned by this GT model when it goes on sale in 2017. It will have Renault Sport styling and four-wheel steering. The Mégane range will also spawn a three-door coupé model.



EAGLE SPYDER HAS LANDED

Eagle has revealed the third member of its
Jaguar E-Type-inspired family, the Spyder GT.
Up to six will be built, each costing £695,000. It
will start as an E-Type which is then restored and
modernised and offered with different engines.





RENAULT HAS PREVIEWED its all-new Scenic model ahead of the car's official debut at next month's Geneva motor show.

The new Scenic's proportions and larger-diameter wheels are said to draw inspiration from the R-Space concept, which was revealed at the Geneva motor show in 2011.

The fourth-generation Scenic has become more SUV-like than the previous Scenics of the past 20 years, a nod to the growing popularity of SUVs.

The concept featured rear-hinged back doors revealing a large single opening without a B-pillar, but the production version has a more conventional five-door layout.

Concept car flourishes that do make production include 20in wheels and a low roofline. The front and rear tracks are also wider, to give lower, wider proportions to the car.

Head of Renault design
Laurens van den Acker
said: "We wanted the
new Scenic to break new
ground. It is a sexier and
more modern take on the
MPV which carries over the
outstanding modularity
that has been paramount to
the success of the model's
three previous generations
over the past 20 years."



New face for 2008

PEUGEOT'S 2008 SUV has been given a mid-life makeover ahead of a Geneva show debut and UK sales in the summer.

The same engines as before are offered, but a new sixspeed automatic transmission is available. There's also a new range-topping trim, GT Line.

Inside, available storage space has grown from a

maximum of 1194 litres to 1400 litres. An additional 22 litres of space is under the boot floor.

The 7.0in touchscreen system receives Apple CarPlay and MirrorLink functionality.

Among the new technologies fitted to the facelifted 2008 are an autonomous emergency braking system and autonomous parking.





enacing. There's nothing wrong with owning a menacing car, I suppose. If you're Batman.

It is, however, a curious word – menacing – to describe a luxury car. Bentley has just used it to characterise the appearance of the Mulsanne Speed – the fastest variant of its long, opulent luxury car that sits atop a proper-posh range.

It's a curious choice because, as if a car that says "I'm a gazillionaire property magnate or oil baron" wasn't enough, now it says "I'm a gazillionaire property magnate or oil baron in a bad mood". I'm not sure I'd want to say that about myself – which is, perhaps, why I'm not a gazillionaire property magnate.

But it makes me wonder: what does your car say about you? Or, more pertinently, what do you *want* it to say about you?

I dimly remember a TV programme from a long time ago. Three cars were presented to a panel of women and a

The Jeep driver is seen as the roughty-toughty type who is equipped to deal with life's ills

question posed: which of these cars' drivers do you think you'd find most attractive?

One car was a crusty old British classic. An MG, perhaps. Another a sports car you'd describe as 'flashy' (although I forget which). The third option was a Jeep.

There was firm consensus: the MG owner will spend every weekend getting oily and the sports car driver will be a preener. The Jeep driver is the swoon-worthy roughty-toughty kinda bloke equipped to deal with all of life's ills, whether that be a zombie apocalypse or a mild economic downturn.

And despite all the welcome advances of feminism and equality in the (probably several) decades since this programme aired, there may still be something in that. I will not pretend that vanity plays no part in me preferring to be seen in a Land Rover Defender than an Audi A4. And I still maintain that the rise in popularity of the hipstery beard is linked to the credit crunch. "Yes, I may lose my job at a creative agency. darling, but see my Leif Erikson growth. If the Hoxton flat is repossessed, I will build us a shelter and wrestle deer."

Thinking back to that Bentley, I wonder, too, if British cars today say more about their drivers than cars from most other nations Whether 'our' cars have more, for want of a better word, personality - due, perhaps, to the fact that we no longer make 'ordinary' cars, except those built here by overseas manufacturers. A Honda Civic, even one built in Swindon, says not a great deal about its driver. A Land Rover, though? Absolutely it does. A Caterham or an Ariel or a Radical or Rolls-Royce? No question. And I think that's something to be proud of even if the message is: "I'm an oligarch who's on my way round to put up your rent by 300%."



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*At the end of the agreement there are three options: I) own the vehicle: pay the optional final payment; II) return the vehicle: subject to fair wear and tear, charges may apply; or III) replace: part exchange the vehicle.

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Official fuel consumption for the ŠKODA Octavia Hatch range excluding vRS 230 and SE Business in mpg (litres/100km): Urban 34.0 (8.3) to 72.4 (3.9), Extra Urban 52.3 (5.4) to 88.3 (3.2), Combined 44.1 (6.4) to 80.7 (3.5). CO₂ emissions for the ŠKODA Octavia Hatch range excluding Octavia vRS 230 and SE Business: 146 to 90g/km. Standard EU test figures for comparative purposes and may not reflect real driving results.

A Week In Cars

Steve Cropley



MONDAY

"The diesel's future begins in the new Mercedes-Benz E-Class," says a confidentsounding missive from the Three-Pointed Starthat landed on my desktop today. It explains, in irresistibly simple language, that a key feature of the new E-Class range is a family of lighter, cleaner, more powerful diesels that will deliver yet more cuts in CO2 output - already halved across the Merc fleet since 1995. We see lots of news releases in our job, but I tend to take more notice of Mercedes' claims than most. They are written with care and authority, as if the writers not only understand the company's core philosophy but also helped to create it.

Too often you have to wade through yards of casually researched agency-speak for your info. (On the way, you find yourself speculating more on the size of the agency's invoice than the subject at hand.) I do wonder why those at the top of the car game don't try harder to match the quality of their cars with the quality of their cars with the quality of their official words. Seems awful to engage thousands of engineering 'lions' to create the finest cars going and then engage a few

I'm looking for a single car that's quick, agile, fun, long-legged and reliable for under £35k. Any ideas?

wordsmith donkeys to explain how you did it.

TUESDAY

Taking a few days off, which means that in spare time my attention turns as usual to car selection. I'm trying to think of a single car that'll do everything I want and get inside a budget of £35,000. Here's the recipe: the car has to be quick enough for hillclimbs and agile and compact enough for autosolos. It has to be fun to drive every time my backside hits the seat, but also long-legged enough to take on holiday with Herself (which also probably means it needs a decent boot and is weatherproof).

I don't want some fragile classic – I've pushed enough cars and seen enough rust flakes for a lifetime – but it has to be 'interesting' enough to give a good account of itself at the various Breakfast Clubs springing up around the country. I especially enjoy them. Oh, and it must be reliable and relatively easy to own so it can be run on a hack's stipend.

For many, the answer will

instantly be a used Porsche, probably a Boxster or Cayman, which, I admit, is where the value-versus-capability-versus-name appeal reposes. It's a resounding tribute to the marque's creators that its cars come so quickly to mind. But we've owned a second-hand 911 and another would seem a defeatist choice. Surely there's something else?

WEDNESDAY

Glad, in a way, to have had an opportunity today to reassure myself about the continuing supremacy of personal transport by car. All it took was a 200-mile return trip to London at the pleasure of the newly renamed Great Western Railway. Now, where are my keys?

THURSDAY

The UK's car business is very much the poorer this week for

the retirement of Joe Greenwell, CBE, former chairman of both Jaguar Cars and Ford of Britain, whose most recent achievement has been to found the Automotive Investment Organisation (AIO) – a £3 million government-backed body aimed at attracting inward investment to this country – and to run it with impressive success for its first 18 months.

industry, has retired

Greenwell, who has probably had a greater selection of high-powered car jobs than anyone in living memory, set the AIO the goal of saving or creating 15,000 jobs in three years. The target was hit in just two, at the end of 2015, and better still, Greenwell says, much larger targets are moving into view. Now he's decided to take more time for his own pursuits. The industry, and especially thousands of its recent recruits, owes him a giant debt of gratitude.

I want and get inside a budget And another thing...

Why the train trip?
To visit the Science
Museum, where I saw
JET 1, the 1940s Rover
that first used gas
turbine power and one
of my lifelong hero
cars. Always wondered
what it looked like from
the rear. Now I know...









azda has a long history of churning out special editions of the MX-5, something that hasn't changed with this fourth-generation car. This Sport Recaro variant is based on the 2.0-litre Sport Nav model, plus additional equipment and more aggressive looks.

As you'll guess from the name, it also contains a pair of Alcantaratrimmed Recaro sports seats with a matching trim panel on the dashboard. Alloy pedals and a Bose sound system round off the interior.

The bigger changes come externally, though. They include new diamond-cut 17in alloy wheels, standard metallic paint, a bodykit in gloss black and a small spoiler on the bootlid. Although there are no mechanical changes, it has the Sport Nav's Bilstein shocks, stiffer springs, front strut brace and limited-slip differential.

While some may be disappointed there isn't more power or a sharper focus to the handling, the MX-5 remains a joyous thing. Despite

riding on sports suspension, there's more body roll than you might expect – something that can seem a little odd at first. However, the more time you spend behind the wheel, the more this makes sense. Thanks to the body being allowed to move, you really feel the mass of the car shifting around. This makes you think hard about how you drive it.

You soon learn to use the weight transfer to pin the nose to the ground on corner entry to allow the tail to become mobile. You have to wait to jump back on the power, though; there's not really enough to overwhelm the rear tyres in the dry.

Get on it too early and you'll get a fair amount of understeer. Balance it right and you feel the tail moving oh so slightly, helping you round the corner. You have to work at it, but it's rewarding when everything clicks.

If you're new to rear-wheel drive, this is an excellent car in which to learn. Well-judged stability control helps; you'll be travelling very quickly in the dry before you feel it cut in and it's subtle when it does.

A word of warning, though: should you decide to switch the DSC off, the short wheelbase means the tail can step out abruptly. At least there's plenty of lock on the fast-acting steering rack to help you to catch it.

The motor may not be the most powerful thing around, but it's certainly eager. It'll happily rev around to its limiter, making a rorty noise in the process. It's easy to keep There's more body roll than you might expect, but it makes you think about how you drive it





Simple cabin features Alcantara highlights on the dashboard as well as the Recaro seats. Short-throw gearchange makes swapping cogs a genuine joy





The engine develops only 158bhp, but it loves to be revved and pulls from just above idle. The boot is small but can cope with weekend bags for a couple

it on the boil thanks to a short-throw gearchange that's a delight to use.

Even if you short-shift, the car's sub-1100kg weight (including a driver) means it'll pull from a little over 1000rpm without fuss. This helped it to achieve indicated economy of more than 40mpg, if the trip computer is to be believed.

Our only real complaint is that the MX-5 can start to feel a bit scruffy

when you're really pushing it hard on track. It's very much a car that prefers to be driven a little within its limits.

Inside, shorter people won't have much difficulty getting comfy; taller drivers may struggle a little, though. This isn't helped by a steering wheel that adjusts for rake only.

The Recaro seats do an excellent job of keeping you pinned in place and even prove comfortable after

a whole day of driving. They're heated as standard, which is nothing short of bliss on a cold winter's day in a convertible.

You are acutely aware you're in a sports car, though. At a motorway cruise there's plenty of road and wind noise, while the ride is firm, if not uncomfortable. Still, you don't buy something like this for a limo-like ride and supreme refinement.

Although the Sport Recaro is the priciest fourth-generation MX-5 yet, you can argue that it represents fair value. It may be £1000 more than Sport Nav trim, but its extra kit would cost much more if bought separately. Furthermore, some of the equipment is exclusive to this limited edition.

Ultimately, if you're tempted by the 2.0 Sport Nav, we'd shell out the extra £1000 for the Sport Recaro. Whether or not it makes a better sports car than the base 1.5-litre MX-5 on standard suspension and smaller wheels is a whole different argument, but whichever model you go for, you'll have an absolute blast.

ALAN TAYLOR-JONES



FIRST DRIVE

MAZDA MX-5 SPORT RECARO

Relatively expensive but still decent value; the 1.5 remains purer to drive, however



£24,295
4 cyls, 1998cc, petrol
158bhp at 6000rpm
148lb ft at 4600rpm
1075kg
6-spd manual
7.3sec
133mph
40.9mpg (combined)
161g/km, 27%









ybrids can be a great tax wheeze if you're a company car driver. Take this new BMW X5 xDrive40e: if you buy one of these instead of a diesel X5 30d, you'll more than halve your company car tax bill, thanks to its tax rating of just 13% compared with 29% for the 30d.

This is a plug-in hybrid, too, so after a three to four-hour charge depending on whether you're using a domestic plug or a proper charging station – the 9.0kWh battery will power the motor for up to 19 miles of silent all-electric running. That makes the school run considerably cheaper.

What's the catch? Well, BMW claims a combined economy figure of 85.6mpg for the 40e, but only someone wearing a lab coat and wielding an esoteric machine that goes 'ping' will register that figure. Also, the batteries are heavy and can blunt the driving experience and they create packaging issues, to the extent that the 40e has a smaller, 500-litre boot and only five seats rather than the option of seven

So is it worth shelling out the £2500 premium for the 40e, or would you be better off playing it safe and going for the 30d instead?

Well, you'll notice a difference between the two straight away, because when you switch the ignition on, the 40e defaults to its Auto eDrive mode, which tries to use the electric motor as much as possible and engages the 2.0-litre petrol engine only when necessary. It does the usual electric motor thing of providing plenty of instant torque while whisking you along in uncanny silence as you amble around town. You have to be judicious with the accelerator pedal, though, and keep your speed below 44mph, or the engine will fire up.

When it does, it cuts in smoothly and makes the 40e usefully quick, matching the 30d for acceleration and feeling livelier thanks to the engine's eagerness to rev. It doesn't have quite as much peak torque as the 30d, but the dual power sources help to spread what it does have over a wider range, and with more top-end power, you don't spend long in the danger zone when overtaking.

If you have enough charge left in the batteries, you can switch it to the Max eDrive mode, which runs on electric power up to 75mph. But if you do that speed, you'll get nowhere near the claimed 19-mile battery range and, surprise, surprise, that 85.6mpg claimed figure isn't doable, either. On our trip to north Wales, we couldn't get much more than 25mpg, even when we were being sensible.

On stunning Welsh roads, the 40e served up some typical X5 dynamic extremes. Our M Sport model on adaptive dampers offered great body control for a 2.3-tonne car, happily resisting lateral g-forces and soaking up mid-corner bumps.

Unfortunately, the steering's poor weighting and the front wheels? tendency to tramline engender distrust, which, combined with the grabby regenerative effect of the brakes, discourages you from using all of the chassis's strengths.

It's a tale of two halves inside, too. The cabin is superbly made and hard to fault ergonomically but the ride gets quite busy at times, and wind and road noise at speed diminish the 40e's effectiveness to cosset over longer distances.

You'll need to do the sums to see if this petrol-electric X5 will give you any payback over a 30d, but the short answer is that if you're not a company car user and you spend most of the time on the motorway, the chances are that it's not for you.

The X5 40e is great in many ways, but its weaknesses prevent it from being the automatic petrol-electric SUV choice. The more practical Volvo XC90 T8 is certainly worth considering as well. If you're in the market for such a car, look out for our forthcoming group test, when we'll pronounce definitively which is best. JOHN HOWELL

BMW X5 XDRIVE40E M SPORT

Offers fiscal benefits to company car users, but most people will get better real-world economy in a 30d



Price	£56,705
Engine	4 cyls, 1997cc, turbo, petrol, plus electric motor
Power	309bhp at 5000-6000rpm
Torque	332lb ft at 1250-4800rpm
Gearbox	8-spd automatic
Kerb weight	2305kg
0-62mph	6.8sec
Top speed	130mph
Economy	85.6mpg (combined)
CO ₂ /tax band	77g/km,13%





Plug-in hybrid kit cuts boot capacity to 500 litres and there's no seven-seat version; ergonomics are good and it feels solid inside



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ou won't find a Q-car that comes any more cloaked than this Skoda Superb 2.0 TSI 280 4x4. You'd need to be an MI6 recruit to spot the twin exhaust tailpipes poking out from beneath the rear bumper of Skoda's big liftback – the only clues to its extra potency.

That extra muscle comes courtesy of the 276bhp turbocharged 2.0-litre petrol engine that once powered the Seat Leon Cupra 280, and it's coupled to permanent four-wheel drive and a quick-shifting six-speed dual-clutch automatic gearbox.

Those are handy attributes, because they pretty much guarantee no bogging down, flurries of wheelspin or fluffed gearchanges when you're wiping the smiles off spotty-faced youths in hot hatches as you disappear away from the lights.

For all but the exhaust, the 280 4x4 is identical, inside and out, to any other Superb of the same trim. Even the 4x4 badge on the tailgate isn't unique. So not only will everyone else be surprised by its pace, but there's a good chance you will be, too.

You see, even when you've studied the form book and know it'll crack 62mph from a standstill in 5.8sec, there's something about its ordinary demeanour that lulls you into a feeling of nonchalance about its potential. When you do give it some beans and it rockets off at a proper old lick, initially your brain questions it, and then delights in the experience. To the outside world, this is transmitted as a smile.

It really is a lovely engine. It's quiet and smooth when you want to hang up the 'do not disturb' sign and cruise – something that's aided by a supple ride when you switch the optional adaptive dampers to Comfort and let it waft you along on a (mostly) magic carpet ride. Then, when you rev it out, it develops a gravelly four-pot growl, reminiscent of an early 1990s Peugeot 405 Mi16, minus the induction roar.

Like those old Peugeots, this Superb has plenty of top-end power, which it's very willing to dispense thanks to a rev-happy character. Conversely, and unlike the peaky Mi16, the sizeable turbo adds a healthy slug of bottom-end shove from around 1500rpm, as well as a solid mid-range.

Where this Superb isn't quite so good is in the corners. Even when you flick the suspension into Sport mode to stiffen it, you'll never find the finesse or body control that a BMW 330i M Sport serves up.

The Superb still leans quite heavily through turns and the steering is pretty numb, but its good gearing does at least make it feel direct. It also weights up too much in Sport mode, so it's good that you can mix and match the settings and slacken it off using the Individual mode.

Although the Superb can't offer the handling thrills of the 3 Series, it's just as quick as a 330i, and the grip you get from the four-wheel drive system should make up for its dynamic shortfalls elsewhere.

When you're not pressing on, you can enjoy the Superb's other talents as an excellent family hack. The cabin is as roomy as anything you'll find this side of a Mercedes-Benz S-Class,

and the fit and finish aren't far off one, either. Granted, there's little fanfare to the way it's styled, but you can't fault the usable layout or the excellent materials.

Although this Superb costs nearly as much as a 330i M Sport, doesn't handle as sharply, drinks more fuel and emits more CO2, this is one of those cars that has something - that 'thing' which makes you want one, in spite of the overwhelming stack of evidence against it. It has a Jekyll and Hyde aspect that is surprisingly enjoyable - a smattering of lunacy trying to break through all the sensibleness of what is a hugely practical, comfortable car and a fine motorway cruiser. In a few years' time, when it's cheaper and looking handsome on a forecourt somewhere, it would be even more tempting.

JOHN HOWELL

CO2/tax band

SKODA SUPERB 2.0 TSI 280 4X4 DSG

Mixes performance and sensible qualities endearingly well, but its price counts against it



Price **Engine** 4 cyls, 1984cc, turbo, petrol 276bhp at 5600-6500rpm Power 258lb ft at 1700-5600rpm Torque Gearbox 6-spd dual-clutch automatic Kerb weight 1540ka 0-62mph 5.8sec 155mph Top speed 39.8mpg (combined)

160g/km, 27%





Comfort, space and a sense of quality are all evident inside; what it lacks in handling finesse, it makes up for in straight-line pace





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he updated all-wheel-drive version of the popular Suzuki Swift supermini now features Dualjet technology on its 89bhp 1.2-litre petrol engine. However, going for this more efficient 1.2 with four-wheel drive restricts you to one trim: range-topping SZ4.

The Dualjet engine sends its power to the wheels through a permanent four-wheel drive system, which can direct additional torque to the rear wheels when needed. It gets twin fuel injectors, which are positioned close to the engine inlet, allowing for better fuel optimisation. The changes improve fuel economy by 7.5mpg and reduce CO₂ emissions to 111g/km, helping to drop the VED rating to band C.

In an effort to set the 4x4 apart from its front-wheel-drive siblings, the ride height has been raised by 25mm. It also gets front and rear skid plates and extended wheel arches, adding some all-terrain design cues. With all-wheel drive traction, the Swift 4x4's handling is further enhanced over the already competent standard car's in poor conditions. It clings to the road well, suffering understeer only when pushed hard. Body lean is neatly contained and the steering is accurate and precise, making the Swift an absolute hoot along twisty roads. Ride quality is pretty good, too, and only rougher surfaces disturb your journey.

The 1.2-litre engine is mated to a five-speed manual gearbox. There's enough power at the ready most of the time, but on motorways you will need to shift down a gear or two for overtaking. That's no hardship, because the gearbox is slick, accurate and easy to use. However, the engine would benefit from a sixth gear, because it sounds strained in fifth at motorway speeds. Combined with a lot of road and suspension noise, this means that motorway journeys can be tiresome.

Inside, Suzuki has done a good job of trying to disguise the hard plastics used for the dashboard with splashes of satin-effect trim. The instrument cluster is clear and most of the buttons on the dash are easy and intuitive to use. The sat-nav is simple, but the graphics look a little dated compared with those of the latest supermini systems.

Even with the driver's seat at its lowest position, you still sit rather high up. However, combined with large glass areas, visibility is excellent. Taller drivers will appreciate the amount of head room on offer, and reach and rake adjustability for the steering wheel make it easy to get comfortable. Overall, the cabin feels roomy, although there is a shortage of cubby storage and cupholders.

Rear leg and head room are more limited and only fit for short journeys for a couple of adults. The boot is deep and well shaped, but the lip is exceptionally high, making it awkward to load heavier bags.

The Swift 4x4 may possibly be the answer to a question very few people have asked, but it's a fun, generously equipped, well-made supermini with the security of allwheel drive. Buyers will also benefit from the tax savings brought by the cleaner Dualjet engine.

The Swift has few direct competitors, is cheap to buy and has low running costs, even if it is likely to retain only a little over one-third of its value after three years. That said, the slightly more expensive Fiat Panda 4x4 is predicted to hold on to even less, and that should count in the Suzuki's favour when it comes to personal finance.

MATTHEW GRIFFITHS

SUZUKI SWIFT 1.2 SZ4 4X4 DUALJET 5DR

Appealing runabout that handles well, has plenty of kit and offers extra all-weather traction



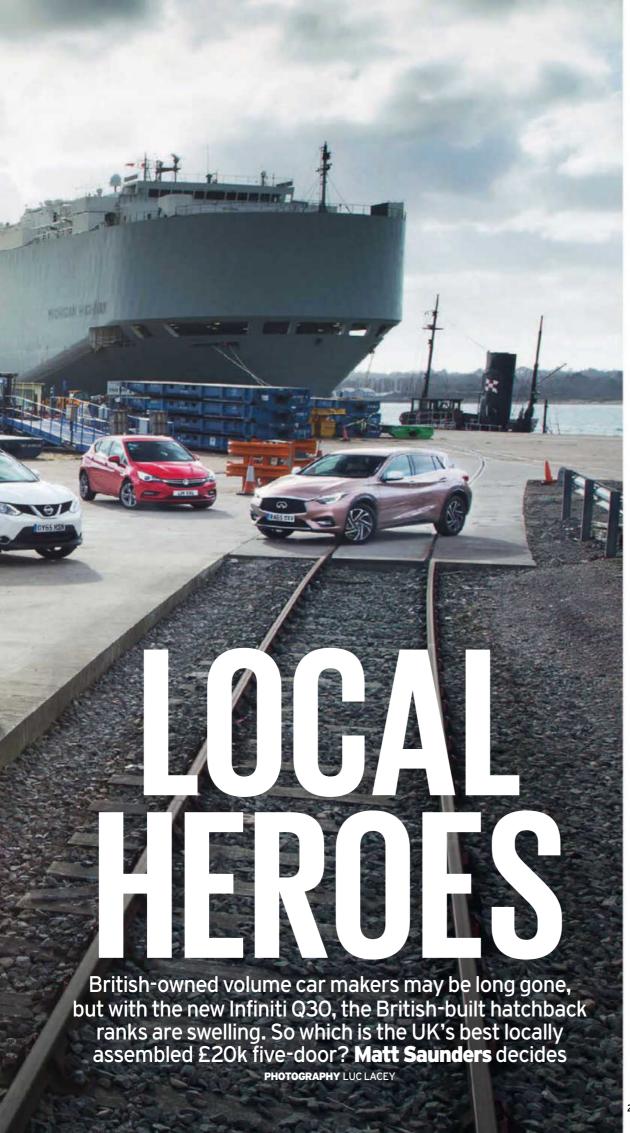
£14,199
4 cyls, 1242cc, petrol
89bhp at 6000rpm
88lb ft at 4400rpm
5-spd manual
1095kg
13.4sec
103mph
58.8mpg (combined)
111g/km, 17%





Elevated ride height and skid plates mark out the 4x4, as does surefooted handling; range-topping SZ4 trim is the only choice here





British special

his was never supposed to get political, but it appears David Cameron has other ideas.
On the day that we gather together the six hatchbacks that represent what's left of the British volume car industry in 2016, the British prime minister comes on the radio to announce the particulars of the bones thrown to British voters in order to keep the UK inside the EU. They don't sound like particularly juicy bones. That funny whistling noise must be the sound of Nigel Farage rubbing his hands together.

The cars I'm looking at, collected in a gravel car park in rural Surrey, seem to me more like reasons to vote 'in' than 'out'. Nissan Qashqai, Honda Civic, Mini Clubman, Vauxhall Astra, Toyota Auris and new Infiniti Q30: it's easy to forget that we still make so many big-hitters. It's harder to forget, though, that every one of them has germinated and flourished with Britain well and truly in the 'in' camp, entirely open to the grand European project. With various car industry bosses already threatening to 'reconsider' their UK manufacturing operations in the event of a 'Brexit', changing the status quo would seem to put the existence of most of these cars at risk, or at least risk forcing their factories overseas.

Still, no more politics today - just cars. If things go badly, 2016 could be the last year in which the UK still makes a sufficient number of £20,000 five-door family hatchbacks to fill eight pages in this magazine. Given that we've just had another one join the ranks, what better excuse to decide which is best? It has not been possible to buy a family car built in Britain by a wholly British-owned company for more than a decade, but you can still put your money to work for the protection of UK jobs, the UK supply chain and the general health of the UK economy. So - assuming you want to, even if only for argument's sake (calm your politico letterwriting fingers, dear reader) - what's the best car with which to do it?

Our plan is to start this test with some driving and photos here at our 'home' test track, before driving all six cars about 70 miles south-west to the winding roads of the New Forest. Tomorrow, we'll wind up at Southampton Docks for a final rendezvous at the place where British-built cars leave our shores for export markets in their hundreds of thousands every year. By then, after much back-to-back comparison and the usual razor-sharp live road test analysis, I'm hoping the Jersey cream will have risen to the top of this mixed-up group.

And how mixed up it is. We're dealing with cars from several niches of the market here, designed to appeal to quite different customers and address quite different missions >





← and tastes. The Civic, Astra and Auris sit comfortably enough as fairly traditional volume-brand family five-doors, but the Qashqai, Q30 and Clubman all depart in less traditional directions in the pursuit of premiumbrand allure or crossover-styled trendiness or added-value practicality – or all three. We may need more than one winner. Or maybe we won't.

INFINITI Q30 VS NISSAN QASHQAI First up, we'll explore a curiosity

First up, we'll explore a curiosity I've been harbouring since doing our full road test on the newest car here: the Infiniti. If Nissan's top brass wanted to create an upmarket hatchback for its emergent premium brand – particularly one with a

The 1.5-litre diesel engine seems just a little better isolated in the Infiniti

raised pseudo-crossover ride height and hip point, both of which the Q30 has – why wouldn't it start with the very highly developed platform of the class-leading compact crossover that it already has, instead of licensing one from Daimler that, frankly, doesn't seem as good?

Questions like this are commonly kicked about at Autocar HQ and aren't often answered. We're supposed to accept 'just because' as a reason, like some petulant six-yearold being scalded by his nan. I dare say the Mercedes-Benz MFA platform is lighter and stiffer than the Renault-Nissan Alliance platform in question and compatible with many more of the latest active safety technologies

that marketing people consider key for a premium product. But right now, those advantages don't seem to amount to much.

Infiniti has created a car here that has exactly the same big-volume diesel engine as the Qashqai but doesn't ride, handle or steer as well as the Nissan and isn't as comfortable or as spacious. It's as plain as can be. The Q30 is a pleasingly soft-riding thing on its standard suspension settings, but it isn't nearly as supple or skilfully damped as the Qashqai. It rolls harder than the Nissan and doesn't steer with anything like the same consistency of weight or pace.

The Qashqai's major controls all feel more carefully honed and





are easier to use than the Q30's, in fact, and the Nissan's cabin is considerably roomier up front and in the back. The Q30's cabin is presented in much less plain and ordinary fashion, and on some of the other points we must accept that we're not quite comparing apples with apples. There's a QX30 in the pipeline that'll allow us to do that more properly later. But the QX30 will need to be more than just bigger inside to correct all of that.

We're on the road now, headed towards the M3 for the beginning of our trip south-west. One thing you can praise the Q30 for is refinement. The 1.5-litre diesel common to both the Q30 and the Qashqai seems just a smidgen quieter and better isolated in the Infiniti. The engine is a bit laggy down low and feels slightly weak when revved beyond 3500rpm, but it redeems itself with a useful slug of torque between 2000rpm and 3000rpm, which is enough to propel either car along with decent conviction. By a whisker, it's more pleasant to interact with in the Qashqai, due to the Nissan's superior gearshift quality. But it's not really an outstanding selling point in either car, there being more frugal, more tractable and more powerful motors elsewhere in our group.

And, to revisit the mysterious platform strategy one last time, the Q30 also manages to be less

economical and less CO2-efficient than the Qashqai, as well as heavier and slower - all according to manufacturer claims. Go figure. Needless to say, the Nissan wins our contest of sibling rivals hands down.

VAUXHALL ASTRA VS TOYOTA AURIS

Fleet services is currently earning itself a special place in the affections of the road testers on our trip because it has a drive-thru coffee shop. You can therefore take on many hundreds more calories than any hot drink ought to contain without needing to leave the comfort and warmth of your brand-new borrowed test car. Most agreeable. After that, being expected to get out and pump your own fuel seems a bit of a liberty, but it's one we endure, before shuffling between cars and pressing on towards the south coast.

Now to turn to the closest thing to direct rivals within this group: last year's all-new Astra and the Auris. They're not a perfect match, the Vauxhall being powered by a 1.6-litre diesel engine that can safely be considered the outstanding powertrain in its range, and the Toyota a 1.8-litre petrol-electric hybrid. And yet the cars have identical peak power outputs, they're within £500 of each other on list price and both promise to top 70mpg. Although they're both doing everything they can to convince >

Honda Civic



Infiniti Q30



Mini Clubman



Nissan Qashqai



Toyota Auris



Vauxhall Astra







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Watch the 3-Eleven in action



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←us otherwise, these are meat-andpotatoes cars. The Auris's styling may be exaggerated and unusual, but underneath it's as ordinary as hatchbacks get - in spite of the hybrid powertrain. The Astra, by contrast, has many of the ritzier trims and touches of a premium product. It looks nice enough. And yet it ends up conjuring up about as much desirability as a pair of Marks & Spencer long johns.

A nice pair, mind you. I'll admit to having higher expectations of the Astra than the Auris. My only exposure to the Vauxhall until now was with a 1.4-litre turbo petrol model. With the more fleet-friendly 1.6 CDTI, the car places itself inside the top three here for outright power, 0-62mph performance and claimed fuel economy. It ought to be a contender, then.

And in some ways it is. Its cabin rivals the Qashqai's on passenger space thanks to some very clever packaging. It's great value, too. It feels very modern and generously equipped inside, getting an impressive 8.0 in infotainment and navigation system as standard, as well as an in-car 4G wireless hotspot, and yet it still pitches in as the cheapest car on test.

The Astra's engine feels strong and flexible, and the more you ask of the suspension, the more creditable the handling seems. The car grips hard,

pivots keenly underneath you and always keeps firm control of its body over bumps and through corners. All in all, it feels like nine-tenths of a very good car - but ultimately an unfinished one.

For all of its strengths, the Astra's lack of refinements consistently reminds you that it's a relatively downmarket product next to most of the cars with which we're comparing it. The car's ride is noisy, fidgety and just a little bit wooden. Its controls feel springy, sticky and grabby where others feel more polished and smooth. Its driveline is a touch coarse, with clunkiness and shunt in evidence at low speeds, and some of the interior plastics look cheap, and others will bend and creak when you touch them, with moulding flash lines in evidence here and there, too.

That the Auris feels more solid, more robust and better finished inside wins it a certain number of points, but that lead is surrendered and then some as a result of the car's relative shortage of interior space and general ergonomic malaise. I can't remember the last time I drove a full-sized hatchback that didn't have any reach adjustment on the steering. The Auris's column adjusts for rake angle, but just as they might have done in a 1990s Corolla, taller drivers are made to choose between sitting too close to the pedals or too far from the wheel. Endearing, it ain't. Even

'The Astra feels like nine-tenths of a very good car — but unfinished

if you do opt for being too near the pedals, the space left for back-seat passengers is disappointing, and the boot is even-stevens with the Mini's as the smallest here.

On the road, the Toyota does many things reasonably well, but the effect of that hybrid powertrain is to completely polarise the driving experience: you're either tickling the car along as slowly, serenely and economically as possible, or you're torturing it right up to what feels like the limit of mechanical endurance in an attempt to make remotely brisk progress. The Auris Hybrid has no middle setting.

Risk a moderate throttle position on anything approaching an incline >





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DMS 1M (EVO MARCH 12) "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

DMS \$1.65 BLACK SERIES (EVO OCTOBER '10) "IT FEELS LIKE THE LOVE CHILD OF AN \$1.65 AND A PORSCHE GT2"

DMS 135I (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11) "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



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316D/216D/116D » 160 BHP 318D/218D/118D » 225 BHP 330D E90 » 296+ BHP 320D E90 » 215 BHP 420i/320i/220i/120i » 275+ BHP 435i/ F30 335i » 390 BHP 428i/328i » 295 BHP 535D / 335D / X5 SD » 355+ BHP 640D/335D/535D/435D » 390 BHP 730D » 305+ BHP X5 4.0D / 740D » 370 BHP X5 3.0D » 305 BHP X6 X5.0I 4.4 » 500+BHP X6 M50D/X5M50D/550D » 450 BHP

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MASERATI GHIBLI 3.0 PETROL » 400 BHP
MASERATI GHIBLI 3.0 DIESEL » 312 BHP
MASERATI GTOPORT » 438 BHP
MASERATI GTOPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY GGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GGT SPEED (INC 2013 ON) » 695 BHP
BENTLEY SUPERSPORT » 720+ BHP BENTLEY SUPERSPORT » 720+ BHP

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← and it'll leach speed and momentum like a 50cc moped. Fail to drive it as if Miss Daisy were on board and you can forget about class-leading economy, or anything close to it. Almost two decades on from the launch of the original Prius, this is still the reality of the Toyota hybrid driving experience. And although the early signs may be encouraging, it remains to be seen if the new Prius can meaningfully change it.

HONDA CIVIC VS MINI CLUBMAN

Having found comfortable beds and a fulsome breakfast nearby, we're out on the lanes of the New Forest early on day two of our test. The corners are narrow and often bumpy and the The Civic is substantively different. As a result, it works better as a hatchback'

speed limits decidedly unpredictable, while the locals tend to have hooves and aren't so well versed in the Green Cross Code. Here, where the one car I expected to excel on more testing roads is showing its limitations, another one I've barely regarded at all since including it in our line-up is reminding me of its class. The Clubman appears to offer the best of both worlds to keen drivers with typical lives to lead: lively, engaging performance and handling with enough space and convenience for the kids and the travelling clutter. A nice idea. But driving one soon makes you realise that, however you might regret it, you don't want your everyday car to ride and handle quite like a Mini. Well, I certainly don't.

The weighty, staccato gearshift, extra-direct steering, fast handling responses and high grip levels combine to make it a much more engaging drive than anything else here – and 148bhp and 243lb ft play their part as well. The Mini is fun. But grown-up family five-doors have to be more than fun, and not long after enjoying a merry flit around a few empty B-roads, I'm not sure I want to take it home and really use it.

The car's ride, on Bridgestone run-flat tyres, is noisy, short and abrupt. Its seats are hard and flat and a wearing stretch downwards to get into. Its boot, although clever, still isn't quite as big as it ought to

be, and, from the downsized rev counter to those twin back doors, it's full of features that are quirky but don't work as well as they might. Will most owners care? Not much, I dare say. Charm and desirability, those intangibles that the likes of the Astra and Auris so tellingly lack, carry the car a long way. As does the quality of its fixtures and fittings.

But how many Clubman drivers, you wonder, would be able to park up next to something so unassuming as a Civic and then be able to stand back and point to the really innovative car? Beneath the Honda's oddball styling lies evidence of some genuinely liberated thinking: a fuel tank moved forwards under the front seats, a flip-up second row useful in all sorts of ways, and a very large boot. The Civic is substantively different, not superficially so, and works better as a hatchback as a result.

To sit in, the Honda feels strange to begin with. You perch slightly high and, with four instrument displays in front of you, don't quite know where to direct your attention to first. But these are much bigger bugbears for a road tester than they would be for an owner, I reckon. They're unusual, but you'd get used to them. Elsewhere in the cabin, the Honda's materials and switchgear look and feel solid, simple, robust and quietly classy.

Its 1.6-litre diesel engine is a touch noisy from cold, but it settles to a →





← cruise that's fairly quiet, and the combination of flexibility, outright punch and real-world economy it delivers is genuinely appealing (an easily achieved real-world 60mpg, no less). Its ride is supple and well isolated – a little restless at times but otherwise very measured. And the handling is crisp and coherent, with meaty steering, a weighty clutch and a slick gearshift all impressing.

ALL SIX IN THE DOCK

End of the road – almost literally. A couple of hundred yards ahead of us, Southampton's Cunard Road ends and Southampton Water begins. We're the guests of Wallenius Wilhelmsen, shipper of close to

'None would slot into your life more readily than the Nissan Qashqai'

200,000 UK-built cars to export markets every year, not to mention tens of thousands of foreign-built BMWs into the UK. Two enormous, very square-looking vessels are moored up, and the staff here claim they're just tiddlers. Time to decide which of these cars most deserves its place on the quayside.

The wooden spoon is easily handed out. The Auris is an odd concoction. It's part city-friendly, forward-looking hybrid, but mostly like a 25-year-old bland Japanese hatchback that has inexplicably survived deletion largely unaltered for all that time. How ironic it is, then, that Toyota's top brass are so far the only industry decision makers

to publicly commit to continuing UK car-making operations whether Britain votes 'in' or 'out'.

Farther up the order come the Q30, the Astra and the Clubman. There isn't a bad car among them, but we could certainly call the Infiniti the most under-achieving. The Astra is commendable but plain and the Mini desirable and fun, but flawed.

Which leaves just two. At the end of two days and plenty of mileage, it's readily apparent that the Qashqai and Civic are Britain's finest volume hatchbacks. If I could put only one of them on the boat, it'd be the Nissan. The fashionable fervour for crossovers may be what's fuelling its current popularity, but



	Nissan Qashqai 1.5 dCi 110 N-Connecta	Honda Civic 1.6 i-DTEC Sport	Mini Cooper D Clubman	Vauxhall Astra 1.6 CDTI SRI Nav	Infiniti Q30 1.5 dCi 110 Premium Tech	Toyota Auris Hybi Business Edition
Price	£23,730	£21,790	£22,385	£21,480	£26,430	£21,895
Engine	4 cyls, 1461cc, diesel	4 cyls, 1597cc, diesel	4 cyls, 1995cc, diesel	4 cyls, 1598cc, diesel	4 cyls, 1461cc, diesel	4 cyls, 1798cc, petrol plus electric motor
Power	108bhp at 4000rpm	118bhp at 4000rpm	148bhp at 4000rpm	134bhp at 3500rpm	108bhp at 4000rpm	134bhp
Torque	192lb ft at 1750rpm	221lb ft at 2000rpm	243lb ft at 1750rpm	236lb ft at 2000rpm	192lb ft at 1750rpm	105lb ft
0-62mph	11.9sec	10.5sec	8.6sec	9.0sec	12.0sec	10.9sec
Top speed	113mph	129mph	132mph	127mph	118mph	112mph
Gearbox	6-spd manual	6-spd manual	6-spd manual	6-spd manual	6-spd manual	e-CVT
Kerb weight	1365kg	1307kg	1395kg	1360kg	1486kg	1385kg
Economy	70.6mpg (combined)	78.5mpg (combined)	68.9mpg (combined)	72.4mpg (combined)	68.9mpg (combined)	78.5mpg (combined)
CO ₂ /tax band	103g/km, 18%	98g/km, 17%	109g/km, 19%	103g/km, 18%	108g/km, 19%	82g/km, 13%
Insurance group/cos	st 13, £457	15, £501	18, £562	16, £522	14, £479	10E, £399



that success is underpinned by excellent design, expert tuning and very skilful execution. It could use a better engine, true. But none of the rest of our pack is as comfortable or convenient, as slick or easy to drive and to use as the Qashqai. None would slot into your life more readily and be ready to do more for you.

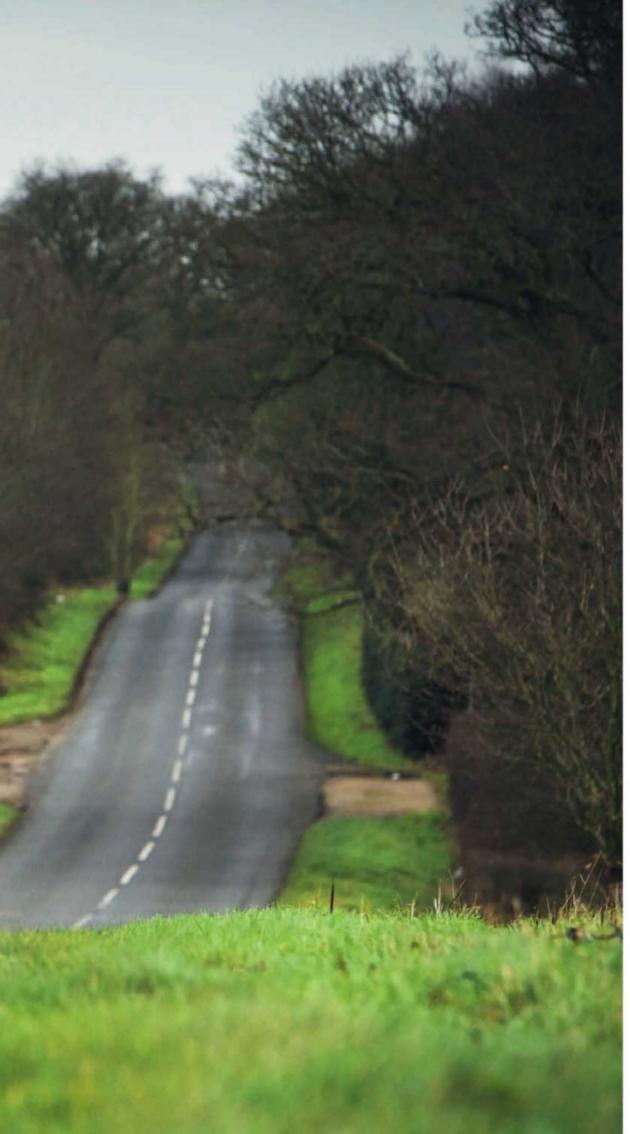
But although the Qashqai may be getting our only spot on the boat, I'm actually most keen to keep the Civic. I knew the Nissan was a strong car before even conceiving this exercise - but I couldn't have guessed how closely the Honda would challenge it. Almost as usable and even more practical than the Qashqai in some ways, the Civic is Britain's

underrated, misunderstood gem. Innovative and interesting in ways the rest of the Brit pack just aren't and almost as rounded as anything else we make, it's frugal, good to drive and somehow so understated, even though it looks like an extra from Battlestar Galactica.

Like it or not, owning a Clubman makes a statement about you. Although the messages are very different, the same goes for a Qashqai, an Astra and an Auris. But owning a Civic says almost nothing at all, it seems to me - and what's more, Í dare say that's a commodity that we Brits would pay a great deal for if only we were smart enough to consider it. [2]







ll you need you will find here." No, I don't suppose that's usually a phrase you'd associate with Bedfordshire, but here we are, by the roadside in this noble county, discussing the finer points of vehicle ride and handling. The M1 drones in the distance. Woburn Safari Park is just down the road. It doesn't feel like we're in a European centre of ride and handling excellence, but don't knock it.

I'm here with Michael Harder, head of chassis development at Opel and Vauxhall. And he's not taking the mickey. "It's the combination of primary and secondary events," he says - in other words, the hard time our rubbish roads give a car's suspension - that makes the UK so invaluable to what he does.

General Motors, parent company of Vauxhall and Opel, used to own Millbrook proving ground, near Ampthill in Bedfordshire. Today, GM retains a small engineering centre on this independently run site, but it's the roads around the area that are more useful for Harder and his team - so much so that they usually informally base themselves at Vauxhall's HQ in Luton rather than go through the high-security rigmarole of using the Millbrook facility. It's real roads they're interested in anyway.

All new Vauxhall and Opel models have their suspension tuned and signed off in Britain - on these roads in Bedfordshire and around north Wales - as well as back in Germany. The roads are quieter in Wales than Bedfordshire, and faster, too, but when it comes to trying different iterations of suspension tune, it's quicker to drive from Woburn to Luton and throw on some new dampers or tyres than it is to go from north Wales to Vauxhall's Ellesmere Port plant, where the team base themselves when they're there.

Besides, it's tuning at speeds of less than 60mph that Harder is interested in getting from the UK. "If you tune that right here, you only have to do highway tuning elsewhere," he says. "At home [in Germany] you don't get much back at below 100km/h. A high lateral g only comes at a higher speed."

Britain, Harder says, with its tighter roads and poorer surfaces, which might have multiple crests and bumps but, at the same time, rippled asphalt that's different on each side of the car, is the place to tune ride, steering response and chassis agility.

"The driving speed feels much faster than it is because you have blind corners here," Harder says. "You have to react quite quickly and so does the car." Not that setting a car up for those roads is without its issues. "If you get it right at 100km/h, the car can be too darty at 180km/h," he says. In the past, that has meant \rightarrow



'We are still allowed steering differences between UK and EU cars, but we try not to use them'

← different chassis settings were chosen for UK cars and those sold in mainland Europe, but it's a habit GM is trying to get out of.

"With electric power steering, you can tune that [dartiness] out," explains Harder. "We are still allowed to have steering differences between UK and EU cars, but we try not to use them." That seems sensible

enough. During production, "it's just an extra thing to cause confusion".

Likewise, Vauxhall-Opel is trying to do away with different chassis settings across its cars' ranges wherever it can. "If we were asked to do a sports chassis, we could, but there isn't a demand," Harder says. When it came to Vauxhalls, SRi used to really mean something. These

days, only VXR does, leaving SRi as just a trim level.

"Most people, let's face it, go for the looks," says Harder. Bigger alloy wheels and spoilers will do it for people, but apparently GM thinks they don't need a 'sporty' feel to accompany it. "It's frustrating, but 95% of them don't care, so long as the car is within certain parameters." What defines these parameters are some of the really interesting, analytical bits about being a chassis engineer. Things like steering weight, ride quality and body control have an operating window of acceptability. For example, if the steering is too light, drivers won't like it. Likewise, they won't if it's too heavy. GM calls these areas 'loss







functions' and Harder says "the hard ones are where acceptability falls off both ends", like with steering weight.

Some elements are only unacceptable at one end. "So, for example, you can't have enough body control," explains Harder, but you can have too little. However, if you tie a chassis control down too fiercely? "You get choppiness."

Deciding what's right and wrong among all of this relies on the skill of a chassis tuning team who can respond to what people feel. GM has a guinea pig group of employees who aren't technically trained but who give their feedback. Harder and his team analyse what they say and use the feedback to help set up their cars.

Apparently, it's useful. There was a time, for example, when engineers thought people wanted really light steering while manoeuvring. "But for the past couple of cars, we haven't set the steering to be very light at parking speeds," says Harder. "At

less than 5Nm [required steering force at the rim], nobody complains about steering effort."

The upside of that is there's more consistency to the rim as speeds rise. Worse than having to put in a bit more effort in town was the way the steering regained weight as speed rose, which it had to, to feel stable. "At 10, 20 or 30km/h, you'd have to have a step change in steering weight," says Harder. The unskilled drivers might not have known what that change was, but they knew they didn't like it.

The steering is still the hardest part of chassis tuning, though. Electric power assistance brings with it a lot of advantages over hydraulic steering – it's more fuel efficient and there are more things that can be tuned, for example – but electric power-assisted steering (EPAS) isn't without its problems.

"An EPAS system has by nature more friction in it – maybe double

that of an HPAS system," says Harder. So it can naturally feel sticky. "But retuning that [so it steers more easily] eats returning forces," he says. That means the steering is less likely to wilfully self-centre – and that's a very natural-feeling thing, which good cars do well. "You can overcome that by increasing castor [angling the tops of the struts back so the wheels centre more obviously] but there's a limit: there's A-pillar encroachment, and with more castor, the forces required to steer go up. So you need a bigger electric motor, which means more friction again."

Friction compensation, Harder says, is the most difficult thing to get right, dynamically. But like everyone else, he's wedded to electric assistance; fuel economy pressures rule out a return to hydraulic steering. "And besides, none of our engines have pulleys on any more."

Chucked in to all this compromise are the different wheel and tyre sizes

that are so prevalent in Europe. "In the US and elsewhere, tyre sizes are usually fixed," says Harder. "Europe is different. We tune for a volume tyre because the car has to be forgiving for tyre changes. The 17in wheel is what we think is the volume tyre."

The 17in wheel – as fitted to our test Astra – is Harder's preferred dynamic set-up. "The vertical rate [ride harshness] goes up with the wheel size, so for a ride/handling compromise, the 17in wheels I like," he says. Bigger wheels not only have lower-profile tyres but are also heavier, which affects ride quality too. "You can buy your way out with more expensive, lighter wheels,' says Harder. "When tuning the VXR/OPC, I tested light 18in forged and Insignia non-forged wheels and was amazed at the difference." But? But the cost isn't possible to wear. "Not on a compact car," he says.

And so the compromise goes on, on a road near you.

Electric power steering has maybe double the friction of hydraulic power steering









British special

t's midnight at the oasis – the manufacturing bright spot that is JLR Halewood. Last year the plant produced 184,000 Range Rover Evoques and Land Rover Discovery Sports. Add production from the company's other two manufacturing sites – Castle Bromwich and Solihull – and the combined figure of almost 490,000 was sufficient to make JLR the UK's number one car producer in 2015.

I'm working on the night shift, taking a break between sticking Range Rover badges on Evoques to ask my fellow line workers what it's like toiling away at Halewood when much of the country is asleep.

Not that you'd know it was midnight. For one thing, there are no windows in the walls of the vast production area, and for another, I haven't seen anyone walking in circles, clutching a vital component and demanding a bedtime story.

All the same, there is, I imagine, something a little different about working the night shift, which runs from 2230 to 0630 Monday to Thursday – it finishes early Friday mornings – compared with lates (1430-2230) and earlies (0630-1430), which run from Monday to Friday.

For one thing, there's the simple fact that while the rest of us are away with the fairies, 1000 Merseysiders are labouring amid a maze of overhead tracks conveying Evoques and Discovery Sports at various stages of completion, to emerge fully formed into the cold night air at the rate of one every 80 seconds (from coiled steel to finished vehicle takes 48 hours).

There's also the fact that among those curled up in their beds are many of the managers who, by day, pace up and down the Halewood plant poking, prodding and fixing.

"We're virtually on our own at night," one supervisor tells me, with not a little relish. "If there are any problems, we fix them."

This, if I'm not being too fanciful, seems to breed a spirit of 'we're in this together' – a feeling that if you make a slip or something plays up, your mates and supervisors will help.

However, there's another, more powerful factor at play, too: a sense →

'We're virtually on our own at night. If there are any problems, we fix them' ← that what's happening here at Halewood between the hours of 2230 and 0630 is too good to throw away.

The Range Rover Evoque was launched in 2011. It was an immediate hit that took JLR completely by surprise. In 2012, with delivery times standing at nine months, the company decided to introduce round-the-clock production. The 1000 vacancies attracted 35,000 applicants.

John Witty, a team supervisor, tells me how the significance of that moment is not lost on any of his 1000 colleagues in the plant tonight.

"Like most people here, I've done all sorts of jobs in the past and I've known three-day weeks, too," he says. "None of us want to go back to that. This plant is being utilised 100% of the time, which means we're doing something right. If we keep doing it right, that means security for all of us – for people like me with a family and a mortgage, as much as for younger people just starting out who want to build a life and a career. Working nights is a massive deal."

It isn't just JLR employees who appreciate the night shift. During the course of a 24-hour working day, 6000 people will pass through the factory gates, including around 1800 contractors and suppliers. Some of those contractors, mainly DHL workers (the company is JLR's logistics provider) are on the night shift, busily bringing components from the suppliers to the production line, just in time to be picked and fitted to the cars.

I arrive on the production line just as the previous shift - called the late shift - is ending. To ensure production isn't delayed more than is necessary, most of the night shift crew have clocked on and taken over their so-called oppos' responsibilities. This allows the departing late shift workers to clock off bang on 2230. By 2227 the queues of lates at the wall-mounted clocks are at least 15 deep. Most of the workers - called associates are quiet, staring into space and winding down from eight hours of production line toil. As 2230 arrives, there's a burst of activity as they swipe their ID cards over the

'In winter you get home and can get to sleep quite quickly. Not so in summer'

'If we keep on doing it right, that means job security for all of us'

machines and leave the plant. By 2231, Halewood belongs to the night shift, plus one rookie: me.

Tonight, I'll be putting the hallowed Range Rover badges on the noses of Evoques, as they pass down the production line [see panel].

As long as I can stay awake. It's 2230. I'm tired. I want my bed. Doesn't everyone feel like this?

Apparently not. John Whiting, a 45-year-old associate who will keep an eye on me, is not only cheerily pressing on badges but also installing third-row seats in Discovery Sports.

"It takes until Wednesday night to get into the night shift rhythm," he says. "Your sleep pattern on the Monday night is the worst. In winter you get home and go to sleep quite quickly, but in summer it's much harder. Most mornings I sit up with my wife, have breakfast, grab a shower and then turn in. I'm up at 2pm and potter about until it's time to go back in. You get used to it."

At the next work station is 21-yearold Gemma Fitzgibbon. She's deftly installing dashboards with the aid of a robot arm that selects the component (it's bar-coded to ensure the right fascia goes into the right car; there are 400,000 component permutations to manage), slides it through the car's door aperture and attaches it in seconds. She's on top of things. How?

"It's the last day of the night shift," she says. "It takes the first couple of days to adjust. At the beginning, people are tired and quiet, but as the week goes on you get used to it, and because tonight we'll finish at 0630, we'll have a long weekend. Our next shift rota is lates, which starts at 1430 on Monday."

The shift rota changes weekly and is known by the sequence in which the shifts fall as 'Len': lates, earlies, nights. All things considered, it doesn't sound so bad: four days of nights followed by a bank holiday weekend, every three weeks.

As I offer up the name badge to my first Evoque of the night, I wonder what my chances are of being among the one in 35 fortunate enough to win a job at the Halewood production line the next time JLR launches a recruitment drive.











FITTING A RANGE ROVER BADGE



IT HELPS THAT, with different models following one after the other along the production line, Land Rover Discovery Sports are clad in orange rubber protectors and Range Rover Evoques in grey. In your nocturnal absentmindedness, you don't want to affix the wrong badge.

You take a large plastic frame with a cutaway for the selfadhesive Range Rover badge and, with the aid of alignment lugs, slide it onto the Evoque's bonnet in line with the creases. Now the badge is exactly where it should be, so you carefully lower the frame until the badge makes contact with the bonnet and flick down the sucker pad to secure it tightly. The hard bit is ripping the backing off. You think it's going to take the badge with it, but the glue holds firm.

A quality controller a few steps down the line gives my handiwork the thumbs up. And breathe...

UK CAR MANUFACTURING BY BRAND

Manufacturer	Model range	2015	2014	% change
Jaguar Land Rover	F-type, XE, XF, XJ, XK, Defender, Discovery, Discovery Sport, Evoque, Range Rover, Range Rover Sport	489,923	449,507	9.0%
Nissan	Juke, Leaf, Note, Qashqai Infiniti Q30	476,589	500,238	-4.7%
Mini	Mini	201,207	178,993	12.4%
Toyota	Auris, Avensis	190,161	172,215	10.4%
Honda	Civic, CR-V, Jazz	119,414	121,799	-2.0%
Vauxhall	Astra	85,241	77,836	9.5%
Others		25,142	27,560	-8.8%
All makes		1,587,677	1,528,148	3.9%

Figures from the SMMT

HOW TO PREPARE FOR THE NIGHT SHIFT AND SURVIVE IT

Night shifts run 2230 to 0630. It's tough to begin with, but it gets easier as the week goes on, as long as you do the following:

- At home, wear earplugs when sleeping
- Fit heavy black-out blinds in your bedroom
- Eat properly and drink plenty during your two breaks
- Take Mondays easy and preserve your energy

Ford Mustang

Now with right-hand drive, but is the rest of it suited to UK driving?

MODEL TESTED 5.0 V8 GT Fastback

- Price £34,495 Power 410bhp Torque 391lb ft O-60mph 5.2sec 30-70mph in fourth 6.9sec
- Fuel economy 18.9mpg CO₂ emissions 299g/km 70-0mph 44.5m Skidpan 0.79g

ustang, welcome. The original 'pony' car, long in hood, short in deck and often vast in engine, has too long lingered in the tall grass of European car culture. In the US, its fame in Ford's canon is rivalled only by the impossibly influential Model T and the unimaginably big-selling F-Series trucks. Since its launch in 1964, it has never been off sale, even if its popularity has waxed and waned. But away from North America, and certainly in the UK, the car's import status has rarely progressed beyond ultra-low-volume novelty – despite widespread nameplate recognition.

The reasons for this are simple enough. From Ford's perspective, it did export the Mustang, but it was the idea, not the metalwork, that was



dispatched across the Atlantic. Thus Europe's cheap-to-build fastback coupé was the wildly successful Capri, followed, inauspiciously, by the charmless Probe. In retrospect, this was no bad thing. Cared-for, impossibly pretty mid-1960s classics and V8-engined, late 1960s Mach 1 muscle cars are the Mustangs most encountered in Britain, ensuring that the badge remains largely unsullied

by at least three generations of intervening mediocrity.

Around a decade ago, though, with the fifth generation, Ford rediscovered its stride. Moreover, with the European version long dead and the concept of 'global' cars suddenly fashionable in Dearborn, the possibility of the model's expansion overseas was finally on the table. The sixth generation, engineered from the outset for righthand drive, realises that ambition. Offering inimitable space, scale and style, it will be sold in both fastback and convertible guises here, starting at just over £30,000 for one with a turbocharged four-pot petrol engine or, more tantalisingly, a little under £35k for one with a 5.0-litre V8. Guess which one we opted to test?



DESIGN AND ENGINEERING

Right-hand drive production may very well make a telling difference to the number of Britons who'd seriously think about owning this all-American muscle car, but it doesn't instantly make the Mustang a natural fit either for UK roads or for the class of competitors in which it will find itself here.

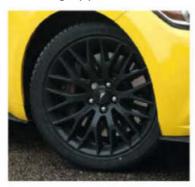
Nor should it. The car's fundamental difference is to be celebrated − but not before it's →



WE LIKE Strong V8 engine ■ Strong appearance ■ Extremely strong bang for your buck



 You can spot official European cars by the daytime running lights integrated into the foglight housings.
 Next to them are aerodynamic air curtain scoops to reduce drag.



 Standard GT-spec 19in alloy wheels are wider on the back axle than those up front. The 380mm brake discs and six-pot calipers behind are unique to official European V8 cars.



 Trapezoidal radiator grille is the engine's main source of cool air.
 It features an active shutter on four-cylinder versions. On V8s, predictably, it doesn't.



 Galloping pony badge is a key part of the Mustang's iconography. The original model could alternatively have been called Cougar, Torino or Thunderbird instead of Mustang.



WE DON'T LIKE Feels big at times on UK roads ■ V8 is thirsty ■ Not as quick as similar-priced hot hatches



 It's odd for a US sports car to have a metric identifier of cubic capacity, but the V8's size in cubic inches – 302 – might have confused the car's identity with the Boss performance version.



 This diffuser modernises the rear aspect. Back foglight, integrated alongside the lower reversing lights inset into the diffuser shape, is mandatory under European law.



 Twin exhausts are actually quite modestly handled, grabbing little visual attention. The noise they make is pleasingly unsubtle, though.



• 'GT' trim badge on the bootlid is replaced by a repeat of the Mustang motif from the front grille on fourcylinder cars, and Shelby's serpentine badge on the GT350.

ON THE INSIDE



 If the toggles were, in fact, rocker switches made from aluminium, we might like them rather a lot. Unfortunately, they're plastic and unpleasant.



 Badging is not militaristic by accident. Designers make no excuse for aping the kind of unambiguous signage one might encounter on an M1 Abrams.



 Ball shifter is as characteristically Mustang as the dimpled golf-effect knob on a Volkswagen Golf GTI. Likewise the long, mechanical throw.





MULTIMEDIA SYSTEM

The most familiar part of the interior is the infotainment system, because Ford's Sync2 set-up has already featured in European models such as the new Mondeo and facelifted Focus.

The 8.0in colour touchscreen comes as standard with four colour-coded shortcut zones for phone, media, climate control and – if you've ticked the right box – navigation. The absence of navigation as standard is noticeable on a £30,000 car, but Ford has twinned it with an uprated 12-speaker Shaker sound system as a £795 option bundle, so most Mustangs will be delivered with it on

board. Our test car had the uprated audio system and, although it isn't as magnificent-sounding as the latest equivalents being fitted by the likes of Mercedes-Benz and Audi, it makes a powerful enough noise to just about drown out the V8 combustion soundtrack, should you want to.

The Sync2 touchscreen interface is a bit overcrowded with fiddly buttons and isn't the liveliest display. But it isn't hard to follow its control logic, and connecting a smartphone, via Bluetooth or USB, is painless. The standard reversing camera is good enough to make the optional £295 rear parking sensors unnecessary.

← properly considered. Because even this newly modernised sixthgeneration Mustang is a big old lump of Michigan metal. It's fully 2ft longer than an Audi TT, a good 3in wider than a BMW 2 Series Coupé and, in V8 form, 200-300kg heavier than those like-for-like Germans.

The car's biggest outward differentiators from its predecessor are sleeker A-pillars and C-pillars, 'pillarless' construction in between, a lower roofline and wider flanks, the rear track in particular having grown by 70mm. Ford considers the car's trapezoidal radiator grille, 'sharkbite' front bumper and 'tri-bar' LED tail-lights to be design hallmarks, and mostly we'd agree. The car looks menacing and seductive in equal measure and will probably appeal to most owners as powerfully for its looks as it will on bang for your buck.

Made of a mix of high-strength steel pressings, ultra-high-strength castings and forgings and steel tube

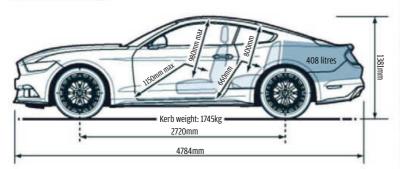
all laser-welded and bonded together, the car's underbody is 28% more rigid than the outgoing version's. Suspension is via MacPherson struts up front, while an 'integral link' multi-link set-up at the rear replaces the unsophisticated live axle that the Mustang has depended on until now. Official European examples get Ford's Performance Pack as standard, adding front strut braces, a thicker rear anti-roll bar and stiffer springs to the specification. They also get uprated front brakes, a bigger radiator and an additional oil cooler compared with their non-passportcarrying cousins.

For now, UK sales will be limited to fastback and convertible bodystyles, 2.3-litre four-cylinder turbo and 5.0-litre atmospheric V8 petrol engines, and six-speed manual or six-speed automatic transmissions. And although the Ecoboost four-pot promises an intriguing combination of sub-6.0sec 0-62mph sprinting →



Driving position is well spaced out and you sit low, with a high window line.
 Best of all, the steering wheel is on the right. There's plenty of room as well.

HOW BIG IS IT?

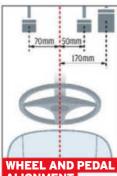


VISIBILITY

Slim glasshouse, high scuttle and chunky pillars make for only average visibility. It's better than if it had been left-hand drive, though.

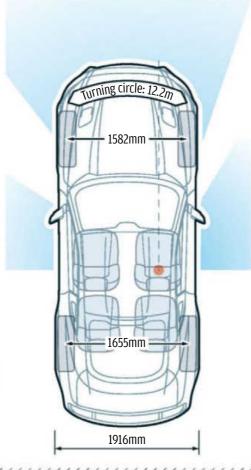
HEADLIGHTS

High-intensity xenons are standard. There's a decent spread of light and level for dip beam. Main beam is bright, with good range.



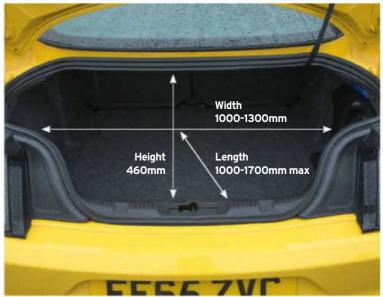
ALIGNMENT
Pedal travel is quite long,
but placement is sound.

but placement is sound. Lots of room between them. Steering column moves for reach and rake.





 Rear quarters are strictly for two people only; the seats are sculpted to make the most of the limited available head room beneath the rakish roofline.



 You're likely to be more impressed by the 5.0 litres at the other end of the Mustang than the modest 408 litres here; access to it is merely average, too.

ON THE ROAD

← and 35mpg-plus touring, it's still the 'Coyote' 5.0-litre, the model we've chosen to test, that's expected to dominate sales. Using port fuel injection and only just having inherited proper variable camshaft timing, it's not the most modern V8 in the world and unlikely to surprise anyone with its fuel economy. But then, 410bhp for less than £35k is damned hard to argue with.

INTERIOR



It feels special and not a little surreal to finally be seated in a Mustang with the steering wheel on the correct side. The model's half-century of unvarying left-hookerism was unquestionably one of the things that made past versions seem alien and pigheadedly American when driven on British roads. In making the adjustment, the car seems no less idiosyncratic, but

its size and forthright sense of style are somehow easier to assimilate when contemplated from the right-hand side.

Affection for this new mid-Atlantic accent is helped along by a working knowledge of the cabin's nonnegotiables. To be a proper Mustang, the car requires large, round dials, a symmetrical instrument panel and a tall but unimposing double-brow dashboard. These are all present and correct - and supplemented by Ford's latest 8.0in Sync2 touchscreen. There's a broad beltline of metallic finish and a lot of vinyl, but the conscious mix of old and new isn't handled particularly flamboyantly. As Ford is fond of saying, the Mustang is designed – not styled.

In the US, this credo helps to keep the car in contact with its blue-collar reputation. The occasional premium touch notwithstanding, the Mustang is still intended as a performance car for the working man, not a delicate or effete sports car. Arguably, that leaves its finish and straightforward appearance some way short of the upmarket European hot hatch that the same money would buy you – a Volkswagen Golf R owner would cringe at the rudimentary feel emanating from the Mustang's toggle switches – but it also furnishes you with a robust sense of space not encountered in more familiar fare.

For those in the front, the model easily competes with any saloon you'd care to think of for scaled-up roominess. Its exterior width translates into an elbow-swallowing panorama of internal broadness and there's no shortage of head room or comfort, either. Rear-seat passengers – of which there can assuredly be only two – are progressively less well catered for, yet the Mustang remains a bona fide two-door four-seater in precisely the way a TT, for example, isn't. Of course, the big Ford's general dissimilarity to Ingolstadt's preened

coupé is both strength and weakness, as we're about to discover.

PERFORMANCE



It probably pays not to look too closely at the standing-start acceleration times on offer here. You can fit launch control if you like – and Ford has, and we used it – but whichever way you look at it, the Mustang is a car that weighs 1745kg, wearing winter tyres and tested on a damp winter's day. The bigger wonder is that it reaches 30mph in 3.1sec at all, and it means there's no shame in its 5.2sec 0-60mph time.

To get a broader idea of the Mustang's performance, take a look at the 20mph increments it deals with in fifth gear. You can select the gear at less than 20mph and it'll take you all the way to the other side of 140mph, getting there well within a

TRACK NOTES

The wet track was unavailable when we visited MIRA's proving ground, but the dry circuit was fairly damp anyway. This and the fact that Ford supplied the Mustang on winter tyres explain why the 'Stang wasn't as fast as it would usually have been around our circuit.

But that doesn't matter, because what matters more than speed is fun. And here the Mustang scores. Because it's front engined (and quite a sizeable engine it is, too), the weight distribution is just over half (54%) to the front, which lends the Mustang an inherently stable balance. It'll understeer a bit if you let it.

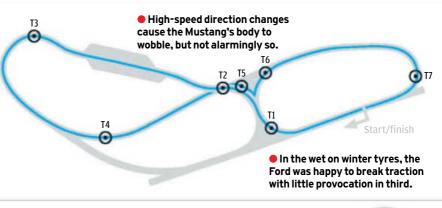
But you don't have to let it. If you keep the brakes gently applied as you turn in, it keeps the nose planted. And from that point onwards, you can call on the rear wheels to help you turn as much as you'd like them to. On winter rubber, grip is low enough to let you feel that balance out on the road.

The Mustang stops pretty well, too. In the dry, and on grippier rubber, track days would give them a workout, but they performed well in these conditions.

DRY CIRCUIT

Ford Mustang GT 1min 26.3sec (rain) Chevrolet Camaro SS (2012)

1min 18.3sec (dry)
Don't fret too much
about the lap time here,
because it was wet on
the day. What matters
is that the Mustang
was controllable and a
whole lot of fun.

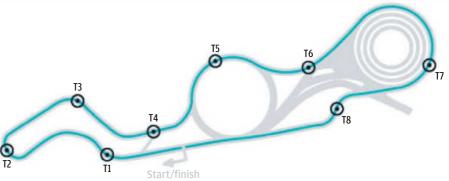


WET CIRCUIT Ford Mustang GT

na

Chevrolet Camaro SS (2012)

Imin 18.6sec
We weren't able to
take the Mustang on
the wet circuit, but
bearing in mind the
'dry' circuit was wet,
assume much the
same will apply.



ACCELERATION 10deg C, rain

Ford Mustang 5.0 V8 GT Fastback

Standing quarter mile 13.6sec at 110.2mph, standing km 25.1sec at 140.8mph, 30-70mph 4.2sec, 30-70mph in fourth 6.9sec



Chevrolet Camaro SS (2012)

Standing quarter mile 14.0sec at 107.0mph, standing km 24.9sec at 138.2mph, 30-70mph 4.5sec, 30-70mph in fourth 10.2sec



BRAKING 60-0mph: 2.73sec





mile, and pulling hard all the way. A naturally aspirated 5.0-litre V8 is as out of kilter with the times as a print newspaper, but for engaging a gear, planting your foot and rolling with it, there's still very little like one.

Curiously, though, it comes with fewer fireworks than you might expect if you're unfamiliar with brawny American V8 metal, as fitted here, or in Chevrolets (and Vauxhallbadged Holdens). Whereas, say, an AMG V8 fires with a rowdy bark redolent of a Nascar paddock, the Mustang's V8 just turns over with a gentle woofle. Give it a blip of its lazy throttle and it'll still rock the car gently, but V8s are such a non-novelty in the US that it seems Ford is content to do without the show and just let the engine get on with its job.

Which, as it turns out, is no bad job at all. It's strong from idle through to the 6500rpm redline. Throttle response improves the further around the gauge you go but is never searing, and the positive gearshift helps you to drop the Mustang into whatever cog you most fancy. So, no, it's not the most sensational powertrain, but it is one of the most straightforward and effective.

RIDE AND HANDLING



The cabin spaciousness alludes early on to what the Mustang will be like on the road, once you've slunk down into its seat and shut its long driver's door. (Think twice about tight car parks.) With a high window line

and an interior and driving position well spaced out, you soon get an idea that this isn't going to be one of those drives whose characteristics will major on agility. Instead, you lift the clutch and woofle away with the 2.6-turn-lock-to-lock steering bringing about secure but moderately paced direction changes. The rack itself – like the pleasing, round wheel – is well weighted and geared, mind. It's just that it's more BMW 5 Series in response than it is, say, TT.

Not that this is a terrible thing in itself. As you cruise away, the Mustang, regardless of what weight you ask its steering to provide (there are a few options), eases down slowish roads with a compliant, nonchalant gait. A Porsche Cayman would have got the jiggles by now and a 2 Series might have shifted on its springs a little. A Mustang retains that 5-Series-on-base-wheels amble. unaffected by the kinds of surface imperfections we think are big over here but barely register compared with the gaps between concrete slabs they drop into US highways. You can put the steering wheel on the right side for us, but you can't disguise the size - and origination - of the Mustang. At lower speeds, and on a road that's wide enough, this is no bad thing at all.

As you up the ante, the Mustang question starts to become a little more complex. Let's face it: this is a big car, considerately sprung to the extent that a TT outdoes it for body control. But although the 'Stang thinks for too long about how to make its body settle over



Our test car was fitted with winter tyres and the conditions were wet, which
made it even easier (and no less enjoyable) to involve the rear in the handling.

complicated asphalt, there always retains a pleasing honesty to it. It's well balanced, it settles more quickly than most American sports cars and it doesn't always retain complete traction. And with all of that comes a sense of clean fun that means you can forgive it a great many things.

BUYING AND OWNING



In the US, the Mustang is famously cheap and Ford has wisely transferred this key criteria to the UK. The model, starting at £30,495 for the less charismatic 2.3-litre Ecoboost-engined Fastback, is admittedly not the kind of stupendous bargain that will have Focus ST owners upgrading in droves, but it still registers as plenty of car (and power) for the money.

The V8 is a different matter. It simply isn't possible to have more cylinders or output for the £34,495 starting price. And that is the kind of simple equation that compels the right-minded buyer to sit up and take note, whatever the weather. Outright speed or dynamism, as we've noted, is a different subject and the fact that the same money buys you a Golf R, a BMW M235i or, indeed, a new Focus RS means that the Mustang is never going to be a two-a-penny prospect on British roads, particularly when you take its thirst (an average of 18.9mpg in our hands) into account.

Its likely scarcity, though, is a good thing. It not only ought to keep used prices buoyant but will also serve to remind its owner that the decision to seek out the Mustang for its clear ability to stand out from the crowd will not have been in vain. →

FORD MUSTANG 5.0 V8 GT FASTBACK

 On-the-road price
 £34,495

 Price as tested
 £36,375

 Value after 3yrs/36k miles
 £17,425

 Contract hire pcm
 £504.33

 Cost per mile
 67.9p

 Insurance/typical quote
 43/£1054

EQUIPMENT CHECKLIST

Front, side and knee airbags 19in alloy wheels Automatic xenon headlights 9-speaker audio with 8.0in infotainment screen and Sync2 voice control Rain-sensing wipers Dual-zone climate control Leather sports seats Alarm and immobiliser Brembo 6-piston front brakes **Shaker Pro premium audio** £795 **Climate-controlled seats** £495 Parking sensors, rear £295 Tri-coat paint, Triple Yellow £795 Custom Pack (inc Shaker Pro, climatecontrolled seats, parking sensors, 19in Lustre Nickel alloy wheels, chrome

RANGE AT A GLANCE

window surrounds)

Options in **bold** fitted to test car

■ = Standard na = not available

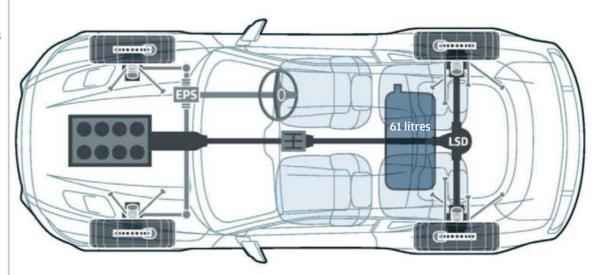
ENGINES	POWER	FROM
2.3 Ecoboost Fastback	313bhp	£30,495
5.0 GT Fastback	410bhp	£34,495
2.3 Ecoboost Convertible	313bhp	£34,495
5.0 GT Convertible	410bhp	£38,495

TRANSMISSIONS

6-spd manual	
6-spd automatic	£1500

TECHNICAL LAYOUT

Steel monocoque features aluminium bonnet and front wings. Engine goes in longitudinally and drives the rear wheels via a mechanical limited-slip differential downstream of either a six-speed manual or six-speed automatic gearbox. Suspension is all-independent, with eight-cylinder GT models getting uprated dampers and brakes.



ENGINE

£1795

Front, longitudinal,
rear-wheel drive
V8, 4951cc, petrol
Aluminium block and hea
92.2mm/92.7mm

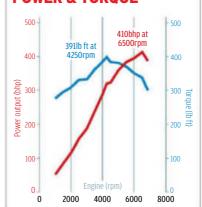
 Compression ratio
 11.0:1

 Valve gear
 4 per cyl

 Power
 410bhp at 6500rpm

Torque 391lb ft at 4250rpm
Red line 6500rpm
Power to weight 238bhp per tonne
Torque to weight 227lb ft per tonne
Specific output 83bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1720kg/1745kg
Drag coefficient	na
Wheels	9Jx19in (f),
	9.5Jx19in (r)
Tyres	255/40 R19 (f),
	275/40 R19 (r),
	Pirelli P Zero
Spare	Repair kit

TRANSMISSION

Type 6-spd manual Ratios/mph per 1000rpm 1st 3.66/6.3 2nd 2.43/9.5 3rd 1.69/13.7 4th 1.32/17.6 5th 1.00/23.2 6th 0.66/35.1 Final drive ratio 3.55:1

ECONOMY

IESI	Track	8.1mpg
	Touring	24.7mp
	Average	18.9mp
CLAIMED	Urban	14.1mpg
	Extra-urban	29.4mp
	Combined	20.9mp

Tank size 61 litres Test range 254 miles

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar Rear Integral-link multi-link, coil springs, monotube dampers, anti-roll bar

STEERING

Type Electro-mechanical rack and pinion **Turns lock to lock** 2.6

Turns lock to lock 2.6
Turning circle 12.2m

BRAKES

Front 380mm ventilated discs
Rear 330mm ventilated discs
Anti-lock Standard, with Brake Assist

CABIN NOISE

Not tested

SAFETY

ABS, AdvanceTrac ESC

RESIDUALS

Euro NCAP crash rating Not tested

EMISSIONS & TAX

CO₂ emissions 299g/km **Tax at 20/40% pcm** £213/£425

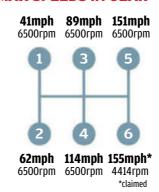
ACCELERATION

MPH	TIME (sec)	
0-30	2.4	
0-40	3.2	
0-50	4.2	
0-60	5.2	
0-70	6.6	
0-80	7.8	
0-90	9.3	
0-100	11.6	
0-110	13.6	
0-120	17.5	
0-130	20.3	
0-140	24.8	
0-150	-	
0-160	-	

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	1.9	2.9	3.9	5.5	11.6
30-50	1.8	2.6	3.6	5.0	9.8
40-60	1.9	2.5	3.5	4.8	9.4
50-70	-	2.6	3.3	4.8	9.4
60-80	-	2.7	3.3	4.7	9.6
70-90	-	-	3.4	4.6	10.1
80-100	-	-	3.7	4.8	11.0
90-110	-	-	4.1	5.1	-
100-120	-	-	-	5.4	-
110-130	-	-	-	6.2	-
120-140	-	-	-	7.3	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

MAX SPEEDS IN GEAR



RPM in 6th at 70/80mph = 1994/2278

BMW M235i Coupe 30 Ford Mustang 5.0 V8 GT Soupe 20 Nissan 370Z GT

 Limited supply should keep residual values notably high for the first two years and commendable thereafter.

2 years

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2016, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Mustang, contact Ford Customer Relationship Centre, Royal Oak Way South, Daventry, Northamptonshire NNIB MINT (2023 564 4444, Grdz.cuk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote cove 35-year-old professional male with clean licence and full in-claims bonus living in Swindor, quote from Liverpool Victoria (0800 066 516), Locotract hire figure based on a three-year lease/36,000-mile contract including maintenance, from Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

No 5257

Ford Mustang

AUTOCAR VERDICT ★★★★☆

Often feels out of its natural habitat in the UK but never runs out of charm



he sensible thing to do would be to buy an Audi TT or a BMW 2 Series Coupé, wouldn't it? You'd more easily be able to park them, they'd use less fuel (even if you drove both of them at once, probably) and they'd prove far more agile on entertaining roads. When it comes to choosing a sports coupé, it would be sensible to forget the Mustang even exists.

And if you did, that would be a huge shame. Yes, this car does have significant drawbacks in the UK. Yes, you have to think twice about where you're going to park it in town, besides next to a far greater number of fuel pumps than your peers, but no other car at this price – or several price points higher – can do what the Mustang does. Its powertrain brings with it an appeal that engines with fewer cylinders simply cannot, and its inherent chassis balance is absolutely peachy. Sensibleness be damned. If you think you'd consider a Mustang, it's a car we'd recommend wholeheartedly.

TESTERS' NOTES



NIC CACKETT Mustang's Electronic Line Lock,

nothing less than a manufacturer wilfully assisting with tyremelting burnouts, is the equivalent of your pushbike coming with a wheelie generator. High five from me. Ford.



MATT PRIOR Because the Mustang is a stranger

to subtlety, if you unlock the car at night, the 'puddle lights' beneath the mirrors are ponies so bright and large that you half-expect them hail a horse-related superhero.

SPEC ADVICE

Take the V8. And keep it twinned with the manual gearbox and a fastback body. The Ecoboost, the convertible and the automatic ought to all have their place. But there's only one proper Mustang on the menu.

JOBS FOR THE FACELIFT

Raise the tone of some interior materials.
Eke a bit more efficiency from the engine so we don't have

to make excuses for running a 5.0-litre V8.



MAKE Model Price Power Torque 0-60mph Top speed (claimed) Fuel economy (combined) Kerb weight (claimed) CO₂/tax band

Verdicts on every new car, p72



PORSCHE
Cayman 2.7
£39,694
271bhp at 7400rpm
214lb ft at 4500rpm
5.7sec (claimed, to 62mph)
165mph
33.6mpg
1405kg
195g/km, 34%

The supreme 'affordable' driver's car. Get one before they turbocharge it.



MAZDA
MX-5 2.0i SE-L Nav
£20,695
158bhp at 6000rpm
148lb ft at 4600rpm
7.3sec (claimed, to 62mph)
133mph
40.9mpg
1075kg
161g/km, 27%

Brilliantly packaged and priced, and even more vibrant and poised than the original.



TOYOTA GT86 £25,000 197bhp at 7000rpm 151lb ft at 6400rpm 7.6sec (claimed, to 62mph) 140mph 36.2mpg 1275kg 180g/km, 31%

A rare dynamic masterstroke from Toyota. Huge fun at low speeds. Could be quicker.



BMW
M235i Coupé
£35,225
322bhp at 5800rpm
332lb ft at 1300rpm
5.0sec (claimed, to 62mph)
155mph
34.9mpg
1530kg
189g/km, 32%

Towers over other four-seat rivals. Outstanding engine, characterful handling.



Elise Sport 220 £43,800 217bhp at 6800rpm 184lb ft at 4600rpm 4.2sec (claimed) 145mph 37.7mpg 914kg 175g/km, 30%

If you want delicate, vivid and unfettered, here it is. No great daily driver, but a great drive.

YOUR VIEWS

Write to Autocar autocar@haymarket.com

LETTER OF THE WEEK

Hybrids: unplugged

I cannot agree with John Impey (Your Views, 10 February) that electric vehicles are doomed to fail, but car manufacturers' ambivalence towards pure electric technology is not helping persuade motorists to make the switch. VW may be developing a radical new EV to rebuild its reputation, but most car manufacturer efforts seem directed at plugin variants of their mainstream models. These are mostly just heavy, complicated 'tax specials' that are delaying the take-up of electric cars.

Matt Burt wrote that just 584 new EVs were registered in January, but plug-in hybrids sales at 1592 vehicles grew by more than twice that of EVs over the previous year – and that's before the BMW 330e, the 2 Series Active Tourer PHEV and other plug-in hybrids appear on our roads. With a barely adequate EV charging infrastructure, EV fans are at risk of being driven back to conventionally fuelled cars.

Via email



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95



THE AUTOCAR EFFECT

I stopped watching Top Gear many years ago when it started to concentrate as much on comedy as cars. I'm not an old grump, but to my mind a car programme should be mainly about, well, cars!

Just hearing Chris Evans's announcement this morning that both Chris 'Monkey' Harris and Sabine Schmitz are joining the new programme will make me engage reverse gear and tune in when it is broadcast.

Michael Knight

Via email

PICK OF THE RANGE

I read Steve Cropley's final report on the Range Rover Sport (Our Cars, 10 February) with interest as I take delivery of my new 3.0 SDV6 Autobiography on 5 March. It was your previous reports that persuaded me to buy the car and I cannot wait to enjoy the experience. A couple of observations I would like to make, however, on your otherwise excellent write-up:

Firstly, soft-close doors are a £440 extra even on the Autobiography.

Secondly, you quote the new V6 at 288bhp, but it is now 306bhp.

Finally, the reason I had to choose the Autobiography over the HSE Dynamic is because I wanted the Ebony/Pimento interior, which is exclusive to the Autobiography, not my reluctance to tick every box on the HSE order form.

Land Rover, like every other car maker, knows how to charge for every desirable extra, but I trust the experience will be well worth it!

Tony Cavalier

Via email

I hadn't realised soft-close doors were an option even on the top models. I can understand why you'd want the Autobiography; some of the colours



and trim are stunning, and I'm sure you've made a great decision – SC

A SWEDE TRUTH

Andrew Bailey recalls that a Scandinavian country converted to left-hand drive some years ago (Your Views, 3 February). He can only be referring to Sweden's switch from driving on the left to the right, in 1968.

But he's wrong to say they "converted" wholesale to left-hand

No matter which trim you choose, a Range Rover Sport

drive, because their cars had always had the steering wheel on the left, even the Volvos and Saabs made locally in Sweden; they considered it a safer position so that the driver would always alight directly on to the footpath!

So they were already ideally placed to switch to driving on the right. The only vehicles that needed to be changed were the buses, which had to have their doors relocated to the right-hand side.

Norman Hawkes

Via email

THE OLD WAYS...

I sincerely hope that by 2040 someone practical will succeed in holding back the stylists and gimmick-mongers and use Henry Royce's approach to interior design. He fixed the layout of the passenger part of his 40/50 (later nicknamed Silver Ghost) by having four big, burly men sit on four office chairs set

AUTOCAR What you're saying on autocar.co.uk Drink-drive limit could be lowered

Points and a fine would be right for those under the old limit, and keep the threshold for licence-loss at 80mgs. **Rich_uk**

If you can hear the tolling of bells, it's the death knell of the great English country pub. **Smajr**

It's like the smoking ban: at first, there is outrage, now it's just accepted as the norm. **Superstevie**



How many of the people pulled out of wrecks where alcohol is involved have had one pint, and how many have had more? The Apprentice I'm quite sure that the AA will not turn the extra drivers away from their drink-drive rehabilitation courses. Andrew 61 is a tremendous companion



out in two rows and making chalk marks on the floor to fix the position of the seats and pedals. If so, there is a chance that the next generation of passengers, even if tall, will be able to travel in comfort.

Roderick Ramage

Via email

SORRY ABOUT THAT

Matt Burt's editorial (3 February) should have included a health warning. In 1971 I passed up the opportunity to buy a 1959 DB2/4 Mk 3 offered at £650 by a friend in the trade. The car had been resprayed and the engine rebuilt.

The huge reserve on the example you featured served only to fuel my lasting regret and you should know that I am now thoroughly depressed. That said, would I have kept it for 45 years? Probably not, but at least I got to drive it!

Malcolm Brockman

Via email



MUSICAL CHAIRMEN

Porsche boss Matthias Müller is due to run the new Luxury and Performance Group at Volkswagen, not Wolfgang Dürheimer, as I thought – he is staying put at Bentley. Stephan Winkelmann is leaving Lamborghini for Audi Quattro. Rupert Stadler is still looking after Audi and the new Audi/Lamborghini Group. A new Lamborghini CEO is TBA but rumoured to be Stefano Domenicali.

I just can't keep up. I still think Dürheimer's plans for overseeing Lamborghini were scuppered by someone at Audi. He has a point that the Urus will share some similarities with Bentley and Porsche, but you could say the same about the Huracán and Audi R8. Swings and roundabouts, then.

Mike Spencer

Via email

KANG-OOPS

Your recent Future Classics article (10 February) had 20 more to consider; pity that for the Renault Kangoo you used a picture of either a Peugeot Partner or Citroën Berlingo.

The Kangoo really was a modern reincarnation of the Renault 4, and car designer Gordon Murray reckoned it was all the car you need. It's just a shame that Renault didn't make more of the R4 connection. I believe some dealers in Ireland stuck a 4L badge on the back because the R4 was a big seller there!

Duncan Finlayson

Via email

MONDE-OH, IT'S AN ASTON

Flicking through my favourite weekly: oh, they've facelifted the Mondeo ('Lagonda Not Forgotten', 3 February). Whoops, it's the £685k Lagonda. Congratulations, Ford: let go of what you know, unlearn. Aston: time to start learning...

Simon Ratcliffe

Via email

NEXT WEEK

Inside the magazine - on sale 2 March



Geneva motor show All the new cars, key interviews and juicy gossip from the show



The sentence block

The untameables
Cars that demanded your full
driving attention... and could bite.



What ever happened to rust? We find out whether the problem of corrosion has been eradicated



Kia Sportage Every aspect of the Korean Qashqai rival assessed by our experts

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet



BENTLEY





FIAT

FORD







Skoda Superb

FIRST REPORT Our photographers cover high mileage with lots of kit, so a refined, comfortable and roomy car is just the ticket. Is this estate such a car? Let's find out



ith an Audi TT – the last car I ran as a long-term test car – there were times when I had to pack carefully so all my photographic gear would fit. Somehow, I don't think that's going to be a problem this time.

I've moved to a Skoda Superb Estate and it's massive. It's even wider and longer than its spacious predecessor. and pleasingly it's much better looking, too. The previous version wasn't exactly short on space, but this car is 3cm longer and 5cm wider. It hides those dimensions rather well, though, doesn't it? In fact, I think the wagon looks better proportioned than the hatchback.

Inside, there's a ridiculous amount of space. There aren't many cars that can genuinely seat five tall adults in comfort, but this Skoda does.

The load bay is cavernous, too, and this one is fitted with an optional raised boot floor, which enables smaller, more valuable items to be stowed beneath it. I like this idea. I try not to leave valuables in a car at all, but I have a nagging feeling that a hatchback or estate is less secure than a saloon - or a convertible with a separate boot compartment. But it seems unlikely to me that any tea leaf would take the risk of hanging around long enough to check all the storage cubbies and lift out a boot floor just in case I've left a pair of shiny trainers underneath it. Alternatively, the fake floor falls lower, just making the boot

even bigger, although it hardly needs it. And if that weren't enough, there are bins on either side of the cargo area to stop stuff from rolling around.

The rest of the inside? It echoes the quality I've come to expect from other cars in the Volkswagen Group. It's not Audi-like in terms of quality feel, but it's up there with most VWs. It's certainly well laid out and straightforward. The only apparent sparseness is in the bank of switches around the gearlever. Of the 10 of them, seven are blanks, so only three have a purpose. It makes me wonder exactly what has been left out. It has come pretty well specified, so Lord only knows what more there is. But the switches that are there and most of the

rest of it. like the reassuring thunk from the glovebox, feel like quality items.

One of those switches controls the (optional) adaptive dampers that are fitted to this car. They cost £750 and I haven't tried a Superb without them. so I don't know whether I'd recommend them or not overall. Our testers say they're probably worth the money, but most buyers will end up leaving them set to Normal. Certainly, I have. The Superb occasionally feels a tad floaty over some low-frequency bumps in its softest setting (Comfort). And I tried Sport on the motorway the other day, but that was too jiggly, even then. Given that this is a massive estate car, it doesn't seem very likely that I'll be threading it with

OUR CARS



JAGUAR

LEXUS



MAZDA

MCLAREN

SKODA

SSANGYONE

SUZUKI VITARA

VAUXHALL







Darren Moss

Mark Pearson

Mel Falcone

Matthew Burrow

Stan Papior













It's not Audi-like in terms of quality inside, but it's up there with most Volkswagens

abandon down a B-road any time soon. Some engineers will reveal things to us photographers that they wouldn't to journalists, because they think it won't get printed. Oops. Well, anyway, no one from Skoda has said this, but some engineers have told me that management and marketing executives sometimes get overly involved with the tuning of damper settings and ask for there to be a bigger variation between each mode than the engineers would like so that customers are more

likely to feel the difference - even if that difference leaves things too far in each direction. I'm not suggesting that has happened here, but put it this way: I won't be doing any car-to-car tracking photography with the dampers in Sport mode. I suspect the middle, Normal setting is the one that Skoda's engineers were happiest with, and that's what I'll go with, too.

The engine is the lower-output 2.0-litre diesel that Skoda offers, with 148bhp, which delivers consistent

enough, if unexciting, progress. The car was delivered with only 79 miles on the odometer, so I obliged it with some running in and I can't help but feel that it's already freeing up a little as it gets a few more miles under its tyres.

The fuel consumption has been pretty good. So far, it's averaging 44.2mpg and I tend to drive with my arrival time, rather than fuel consumption, front of mind. Unsurprisingly, 44.2mpg is some way short of the official combined cycle figure of 67mpg, but I've only done a brim or two and this is, after all, still a new engine. So there's plenty of time to see how things improve once everything has loosened up a bit and, given that I drive around 40,000 miles a year,

it'll get plenty of opportunity to show me what it can do. First impressions suggest it'll chew through those miles with considerable ease.

stan.papior@haymarket.com

koda Superb 2.0 TDI 150 SE L Executive Estate

Price £26,320 Price as tested £29,400 Options Panoramic sunroof £1150, adaptive dampers £750, metallic paint £535, variable boot floor £150, retractable parcel shelf £120, passenger seat £100, 'smart gate' £100, fold-flat backrest release from boot £90, colour trip computer £85, 18in alloy wheel change £0 Economy 44.2mpg **Faults None Expenses None**

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Mileage 5901 A rim suffers against a kerb, and we get advice on reducing reflections

n a drizzly winter's evening, I injured the Honda Civic Type R's driver's side front wheel on a kerb. At home, in the cold light of the next day, I surveyed the damage: the impact had inflicted a small but unsightly buckle on the wheel and also put a graze in the tyre's sidewall where it had pinched against the kerb. The Continental SportContact 6 had retained its pressure, but knowing that sidewall damage could be a dealbreaker for a tyre, I thought it best to get it checked out.

So I called Thames Ditton Honda, our local dealer, which was able to fit me in that afternoon. They checked the tyre, wheel and suspension and gave everything a clean bill of health,





explaining that the tyre graze wasn't serious or deep. I drove away happy, particularly because the dealer didn't charge me for the quick checkover. I didn't tell them that I'm a journalist, or demand special treatment, so I can only presume that it was a good, old-fashioned case of them simply being helpful.

Nevertheless, I've kept a weather eye on the tyre's pressure ever since and it has remained consistent, and the car drives in a straight line and with no vibration, so really the only pain is the cosmetic damage to the wheel, which shows up prominently against the gloss black finish.

Thames Ditton Honda quoted £310 for a replacement alloy, which focused my mind somewhat on accepting the blight on the current one.

In other news, thanks to readers who got in touch regarding reflections on the windscreen from the digital instruments I wrote about. It turns out that next to the '+R' button on the dashboard, hidden from sight by the steering wheel when you're in the driver's seat, is a small knob for turning down the brightness of the readouts. I'll try it next time I drive along unlit roads - avoiding kerbs, of course. matt.burt@haymarket.com

Honda Civic 2.0 i-VTEC Type R GT

Price £32,295 Price as tested £32,820 Economy 33.4mpg Faults None Expenses Oil £13.71 Last seen 10.2.16



Mileage 12,495

Ford wants us to unlearn everything we know, both about it and the world in general, according to the latest advertising campaign. It's all quite confusing, but apparently it's a precursor to Ford of Europe's latest strategy, which will bring more fast

Fords and SUVs to its line-up over the next few years. So where does that leave the Focus? It's got some life left in it for now, but we're told there's going to be at least one crossover-like spin-off spun off from it.

So to prepare myself for the offroad onslaught, I took our conventional hatch into the wilds the other day although not very far, and certainly not very fast. It was exactly the sort of gentle quarter-mile of unsurfaced track that I'm sure some people would use as justification for buying a full-on 4x4. But the Focus didn't seem to mind. It was even icv. And the view was nice.

Would I choose a higher-riding Focus over the standard one? Hard to tell for now since it doesn't exist yet, but I do like a high driving position. So would I miss the Focus's handling? Oh yes.

However, I've been increasingly bothered by the windscreen pillars. They intrude on the three-quarter view out, causing a problem in two specific areas. One is at my local Asda, where the offside A-pillar blocks my view of pedestrians on the right approaching the several crossing points in the car park. I have to come to a halt and peer around the A-pillar to see if anyone is there. The second place is a miniroundabout at which I turn left most days. About a car's length after the roundabout is a zebra crossing, and the nearside pillar obscures my view of anyone waiting to cross. My old Mk6 Fiesta poses no such problem.

I'm sure that if I do run someone over, they'll come off far less badly in the bouncy-bonneted Focus than if I whack them in the old Fiesta, but if I'm in the Fiesta I'm certain I'm far less likely to hit them in the first place.

tim.dickson@haymarket.com

Ford Focus 1.5 TDCi Zetec

Price £19,495 Price as tested £21,670 Economy 60.3mpg Faults None Expenses None Last seen 3.2.16





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Mileage 23,804 Minor issues are failing to take the shine off our time with the big GT

e've stopped gathering miles in our 12-plate Bentley Continental GT quite as quickly as we did in the first month – mainly because if we'd maintained January's breakneck pace we'd have semicircumnavigated the globe in the six months the car is supposed to be with us. Two and a half thousand miles every six weeks is perhaps a few too many for a low-miles, Pre-owned Bentley that will need to find another happy owner once we've enjoyed its company.

Trouble is, Bentley owners are encouraged to use their cars a lot. I'm pretty sure there must be a dictionary somewhere that defines 'Bentley' as 'mile-eater', so completely do they combine effortless performance with refinement and a luxurious interior. It's a philosophy that goes back nearly a century to WO himself.

Still, there's one virtue in limiting your mileage: you never get blasé about the car's excellence. Every time I've come back to the GT after a few days, I've savoured its effortlessness all over again. The model set a decent standard when it was born in 2003 but has since had its dynamics hugely improved, particularly in the areas of ride damping and road noise suppression. It's now so





good that it runs rings around many rivals – which is probably what Bentley's Pre-owned people aimed to prove by enticing us into our three-year-old GT. There's no thought that this used car is dynamically behind the times; it isn't.

You have to live with a Continental GT for a while to realise what an intelligently planned car it is. People who don't know the GT tend to think of it as big enough for its overall manoeuvrability to be limited. Which is

where the cleverness comes in: it is indeed big enough to be imposing from a styling point of view, yet it's about a hand span shorter and no wider than the BMW 5 Series, and that's a true all-rounder.

Not that you ever think of the Bentley as chuckable once you know it. It's damned quick, but its two-tonne-plus weight and firm controls, dominated by steering effort that's on the high side of deliberate, soon make clear this is a car to be guided rather than slung about. But the steering is intuitive and accurate and works with the sensible dimensions to make this a highly usable car, as my forays into central London have proved.

Two 'issues' so far. First was a problem, known to many owners and mentioned in an earlier update, of a soft-metal tyre valve stem that twisted off while I was checking the pressures. It couldn't be casually replaced because it incorporated a tyre pressure monitor. The second is an exhaust tailpipe rattle. I can't see an easy fix, yet it seems too slight a reason to summon a technician away from real work for the hours it would need to fix. I know that Bentley would send someone if I asked - the car is covered by the most comprehensive of warranties - but I feel foolish making the call. I'll call at a dealer one day soon. steve.cropley@haymarket.com

Bentley Continental GT V8

Price new (2013) £125,000 Price now £89,950 Economy 25.5mpg Faults None Expenses None Last seen 10.2.16

THE LOG BOOK



BMW 220d Active Tourer

Mileage 15,412 Last seen 27.1.16
I had expected the BMW's average economy to be in the high 40s, but it has proved otherwise. Still, over the past 5000 miles it has increased to 45mpg. It's a surprising result, given that my driving style hasn't changed over the year, but I suspect it's because the BMW is happiest on the motorway, where I've spent most of my time lately. JB



Ssangyong Tivoli

Mileage 4010 Last seen 10.2.16
I'm hoping the Tivoli doesn't suffer
a death by a thousand niggles, but it
seems to be heading that way. A
thoughtlessly placed fuel flap
release lever – by the driver's door
sill, in the path of my foot as I exit
the car – has meant I've had to pull
over more than once to close the
flap. The Tivoli's build quality issues
have been reaffirmed too, with a
sticky door handle mechanism. JB



Volvo XC90

Mileage 4949 Last seen 10.2.16
Some cars have real trouble hooking up to Bluetooth devices that aren't phones. They won't always recognise what the device is or know what you're trying to play. No such bother with the Volvo, which hooked up to an iPad straight off and allowed music to be played via a streaming app. All at the kinds of volume that makes the door shake, too. MP

Bargain new and used motors



Why choose a real Defender?

There are lots of good, hard-working alternatives to the overpriced Land Rover, says **James Ruppert**

o farewell, then, Land Rover Defender. You might be surprised that it was still clinging on to life. It drove like a pre-war lorry and it was always damp and smelly like a muddy retriever. That explains the love. But a Defender requires you to pay such a lot to look cool. That's fine if you are an artisan jam maker, but if you want something that is going to be a proper worker, you'll be stuck, surely. However, there are alternative, pre-abused, doppleganger Defenders.

Exhibit A has to be Daihatsu, which has a couple of clear contenders for the Defender's crown. The least preposterous are the long-deceased Fourtraks and Sportraks. Here are the most basic 4x4s that you can leave

outside in the yard all year round and know they will always start. A great little towing platform, too. Owners mostly keep them until they die or rust to bits.

Imports were marginal by the end and they still make strong money. You'll pay up to £4000 for a 1999 example on a T-plate. Most from the 1990s can still make £2500 or so, and even the cheapest are £1500.

Then there is the tiny, tenacious Terios. It has everything you could ever need from a 4x4 except hedgerowbothering height, excessive weight and misplaced bling. That's what makes it so brilliant, of course. It's small, light. nimble and almost economical and it has five doors. There are plenty around still. They start at £500-£600 for late 1990s

A Terios is small, light and nimble. They start at £500 for late 1990s ones

examples, and they aren't rubbish, either. About £1500 gets a very tidy 2002 Terios in EL trim. Top money is £6000 for a late-model 2006 example with the square corners rounded off.

The Suzuki Jimny is sometimes scorned because of its silly name and toy-like dimensions but, just like the Terios, it is a proper off-roader. Shrunkin-the-wash Jeep styling is an added bonus. So far, the Jimny has not gone out of circulation, so there are plenty to choose from and enjoy. Cheapies are less than a grand and £2300 will get you a great 2002 example. I would be inclined to spend £4000 and get a nice example from the middle 2000s, such as a cuddly 1.3 JLX.

Finally, let's upsize to a Hyundai







BANGERNOMICS BEST BUYS



READER'S CAR: SUZUKI SWIFT SPORT

Robert Pearson's 2007 Suzuki Swift Sport has just passed 90,000 miles. "I purchased the car for £8800 when it was two years old with 26,500 miles on the clock," says Robert.

"Since buying it, I've had it serviced every year. For the past four years, I have had this undertaken at my local Suzuki dealership, as they are no more expensive than any of the good local garages and you get a dealer stamp. A typical service is £155 and the major service, of which there has been only one, was £525."

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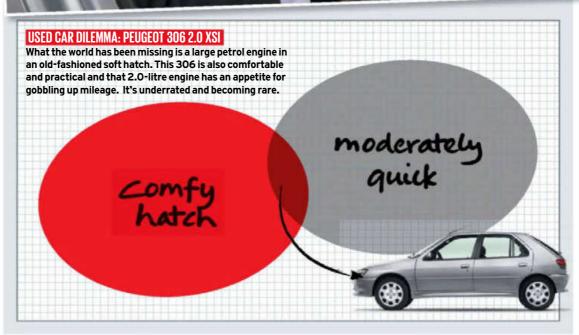




and Sportrak are basic 4x4s you can rely on

Santa Fe. These are super-cheap, mainly because there were only petrol-engined versions for a while, and less than £1000 is a good starting point. I knew someone who bought a Santa Fe purely to take the dogs for a walk. It isn't pretty - in fact, it's wilfully ugly - but £2000 gets you a 2.0 CRTD if you want to buy diesel, and it will have fancy CDX trim.

The interesting thing is that we haven't even mentioned Toyota or Nissan. They're the ones who made comfortable, reliable, low-PCP alternative Defenders popular. Sayanora, Defender.



More great Brits for the price of a Qashqai

Elsewhere in this issue, we name the best British-built new car for £20,000, but what will the same outlay get you on the used market? Matthew Griffiths finds out



Aston Martin DB7 (1994-2004)

An Aston Martin is a must-have for the fantasy lottery-winning garage of many people. To see why, you need only sample the sense of occasion and touch of class that a DB7 brings. The 3.2-litre straight six produces 335bhp, enables 0-60mph in 5.6sec and delivers a soundtrack to match. Grip levels are excellent, yet this is at heart a

grand tourer with a silky smooth ride.

Leather and wood set the cabin ambience and the front seats offer excellent comfort and support. However, the driving position is poor and space in the rear is tight.

DB7 prices have been on the rise for a while now, but we found a 1998 model with less than 80,000 miles on the clock for just under £20k.





TVR Cerbera 4.2 (1996-2003)

The drama with a Cerbera starts from the moment you set eyes on this elongated, low-slung sports car, which remains one of the best-looking around.

If this is your first Cerbera encounter, the intrigue continues as you figure out how to get in. There's a little door release button under the mirror. And once inside, you'll be taken by its distinctive design,

low-slung seating position and letterbox view forwards.

The 4.2-litre V8 kicks out 360bhp and. aided by a kerb weight of just 1100kg, will rocket the car from zero to 60mph in just 4.2sec and on to 180mph.

We turned up a 20-year-old example that had covered just 25,000 miles and was on sale for less than £17.000.

Bentley Arnage 4.4 (1999-2010)

Slipping into the Arnage is like entering your favourite luxury suite at the Savoy. Milled aluminium, hand-crafted wood veneers and toe-curling lambswool carpets will have you relaxed and isolated from the outside world faster than you can say caviar and Chivas Regal.

It's not all pipe and slippers, though. The Arnage, remember, is still a Bentley and it has a stonking 4.4-litre V8 ready to surge you and your pampered guests to 60mph in 6.2sec. It'll have a go at the twisty stiff as well en route to the weekend country residence.

Grab the Courts card and get yourself a pre-millennium model with 69,000 miles covered for the price of a Harrods shopping trip: £15,000.









Jaguar XFR (2007-2015)

Should there be a remake of the 1980s TV show Minder, Terry McCann would be driving an XFR and exercising more than 500bhp under his right foot to get out of those tight situations.

The XFR is a truly cracking car and the stereotypically plucky Brit. It came from nowhere, on a limited budget, and proceeded to conquer the super-saloon sector, slugging both the BMW M5 and Mercedes-Benz E63 AMG right between the eyes to take class honours.

It handles sharply without ever having an overly firm ride. It looks great and its interior is eye-catching, with its rising gear selector and rotating air vents.

A 2010 car with less than 70k miles can be found on forecourts from £17,250.

Range Rover Sport 4.2 (2005-2013)

A mud-plugger is an essential resident on the in-out driveway of the British gentleman. In 2005, the Sport brought the Range Rover moniker to a new and more populous audience for the first time. It's a car that's ready to take you on the seasonal shoots (clay pigeon, obviously) or to drop the kids at school in a fancy London suburb.

It inherited its big brother's luxurious

cabin, road presence and all-terrain prowess, while improving on-road handling manners, even if the 'Sport' badge remains slightly misleading.

The supercharged 4.2-litre V8 suits the sporting pretentions and, with 385bhp on tap, gets the high-riding beast to 60mph in a little over 7.0sec.

A 2007 HSE with 69,000 miles covered is typically just £11k.



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Autocar's star ratings explained

Autou	i o otal ratingo explanica
****	Inherently dangerous/unsafe.
	Tragically, irredeemably flawed.
****	Appalling. Massively
	significant failings.
****	Very poor. Fails to meet any
	accepted class boundaries.
****	Poor. Within acceptable
	class boundaries in a few areas. Still
	not recommendable.
****	Off the pace. Below average in
	nearly all areas.
****	Acceptable. About average in key areas, but disappoints.
***	• •
	in some areas, average in others.
	Outstanding in none.
****	Good. Competitive in key areas.
★★★★☆	Very good. Very competitive
	in key areas, competitive in
	secondary respects.
****	Excellent. Near class



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

leading in key areas, and in some

Brilliant, unsurpassed. All but flawless.

ways outstanding.

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	ake and Model	Price
≥ ABARTH	Δ	8	0	å	NOMAD Odr open A revelation	_
595 3dr hatch Good value ho	t hatch. Ir	ı Essee	esse ti	rim	uniquely intoxicating	*
it's great fun to drive	£14660	122	155	24	235	£N/
1.4 T-Jet 1.4 T-Jet Turismo	£18090		155	26	ASTON MARTIN	
1.4 T-Jet Competizione	£19890	178	155	26	RAPIDE 4dr saloon Four-door	
595 CONVERTIBLE 2dr op					but just as charming 5.9 V12 S	± £14
has a softer ride than the tin-top 1.4 T-Jet	£16660	133	155	26	VANTAGE 2dr coupé Stunnin	
1.4 T-Jet C Turismo 1.4 T-Jet C Competizione	£20090 £21890		155	26	new benchmark for Aston	± 183
	£21090	110	155	_	4.7 V8 4.7 V8 S	£99
ALFA ROMEO			_			£13
MITO 3dr hatch Classy, well en dynamic benchmark	quipped a	- 4/24	>		VANTAGE ROADSTER 2dr Vantage's relaxed nature	ope ★
1.4 78 Progression	£16910	76	130	9	4.7 V8	£98
0.9 TB TwinAir 105 Progression 0.9 TB TwinAir 105 Junior		105	99	13	4.7 V8 S 5.9 V12 S	£11
0.9 TB TwinAir 105 Junior 0.9 TB TwinAir 105 Distinctive 0.9 TB TwinAir 105 OY Line 1.4 140 M'iair TCT Distinctive 1.4 140 M'air TCT OY Line 1.4 170 M'Air O'Verde 1.3 JTDm-2 85 Progression 1.3 JTDm-2 85 Junior	£16160	105	99	13	DB9 VOLANTE 2dr open Op	en-
0.9 TB TwinAir 105 OV Line	£16910	105	99	13	handsome DB9 and just as charmi	ing £14
1.4 140 M Tail TCT DISTINCTIVE	£18460	138	124	22		£NA
1.4 170 M'Air O'Verde	£20300	168	124	27	5 0 V12 White Carbon Edition	£N/
1.3 JTDm-2 85 Progression 1.3 JTDm-2 85 Junior	£14405	84	90	11	DB9 2dr coupé Attractive and starting to shows it age	cha *
1.3 JTDm-2 85 Distinctive	£15505 £16745	84	90	11		£14
1.6 J I DM-2 120 DISTINCTIVE	£17910	118	112	19	5.9 V12 GT Bond Edition 5.9 V12 Black Carbon Edition 5.9 V12 White Carbon Edition	£N/
1.6 JTDm-2 120 OV Line GIULIETTA 5dr hatch Long-	£18660 in-the-to	oth hu	t still	has	5.9 V12 Black Carbon Edition 5.9 V12 White Carbon Edition	£NA
the styling a dynamic verve to se	duce 🛨	**	☆☆		VANQUISH 2dr coupe A Briti	sh s
the styling a dynamic verve to se 1.4 TB 120 Progression 1.4 TB 120 Distinctive	£18450	118	148	17	roads. Looks the business, too 5.9 V12	± £19
1.4 IB MUIT IF 150 SPFINT	£20100	148	131	20	5.9 V12 Black Carbon Edition	£19
	£21200	168 168	131	23	5.9 V12 White Carbon Edition	£19
1.4 TB Multiair 170 Exclusive 1.4 TR Multiair 170 Excl'ive TCT	£22950 £24245	168	131	23	vanquish volante 2dr of at heart and infinite headroom	ope ★
1.4 TB Multiair 170 OV Line	£24700	168	131	23	5.9 V12	£20
1.4 TB Mult'r 170 OV Line TCT	£25995	168	119	23	5.9 V12 Black Carbon Edition 5.9 V12 White Carbon Edition	£20
1.6 JDTm-2 105 Progression	£20750	103	115	18		£20
1.6 JDTm-2 105 Exclusive.	£22500	103	115	18	AUDI	
1.4 IB Multiair 170 Distinctive. 1.4 TB Multiair 170 Exclusive 1.4 TB Multiair 170 Exclusive 1.4 TB Multiair 170 Exclusive 1.4 TB Multiair 170 OV Line 1.4 TB Multiar 170 OV Line TCT 1.6 JUTim-2 105 Distinctive 1.6 JUTim-2 105 Exclusive. 2.0 JUTIM 150 Distinctive 2.0 JUTIM 150 Distinctive 2.0 JUTIM 150 Tx 3.0 JUTIM 175 Excl. TCT	£21930	148	110	23	A1 3dr hatch Audi's answer to to	he N
2.0 JTDM 150 OV Line 2.0 JTDM 175 Excl. TCT 2.0 JTDM 175 OV Line TCT	£25430	148	110	24	1 O TECLOR CE	£14
2.0 JTDM 175 Excl. TCT 2.0 JTDM 175 OV Line TCT	£25840	173	116	24		£15
1750TRi 240 O'Verde TCT	£28330	237	162	33	1.4 TFSI 125 Sport	£16
4C 2dr coupé A singular state	ment. Fla	wed, p	erhap	S,	1.0 101 110 30011	£17
but the best current Alfa by miles 1.75T	£51320	240	157	50	1.4 TFSI 125 S Line 1.4 TFSI 150 S Line	£19
1.75T Spider	£59500	240	157	50	1.0 IDI 110 2 LIIIE	£19
ALPINA					II I II OI IOO DIGON EGILION	£21
B3 4dr saloon Has fallen behir				2S.	2.0 IFSI 231 S1	£25
Still a niche proposition B3 Biturbo	£57450	100 100	177		A1 SPORTBACK 5dr hatch ence to an attractive package	Rea *
B3 TOURING 5dr estate An	estate v	ersion	of the	9	1.0 TFSI 95 SE	£15
Alpina-tuned 3 Series.	£58950	404	170		1 A TECL OF Coord	£16
B3 Biturbo B4 2dr saloon Less well-mann						£17
better on the road than the track	*	**	★ ☆	r	1.6 TDI 116 Sport	£18
B4 Biturbo B4 Biturbo Convertible	£58950 £62950	404	1//	-	1.4 TFSI 125 S Line 1.4 TFSI 150 S Line	£19
B5 4dr saloon Huge pace, and	better su	ited to	the		1.6 TDI 116 S Line	£20
autopanns than B-roads	CALA	Eng	221		1 / TDI 11/ Disak Edition	£21
D3 4dr saloon An intoxicating	mix of pe	rform	ance a	and	1.6 TDI 116 Black Edition 2.0 TFSI 231 S1	£26
fuel economy	***	t * 7	t		A3 3dr hatch Classy interior, st	table
D3 Biturbo D3 TOURING 5dr estate Ra	£47950 Inid Jisah	345 le fast	139 RMW	50	2.0 TFSI 231 S1 A3 3dr hatch Classy interior, st engines. Second only to the Golf 1.2 TFSI 110 SE 1.4 TFSI 125 SE	★ £18
based estate.	***	+ * 3	\		1.4 TFSI 125 SE	£20
D3 Biturbo D4 2dr coupé Precise dynamic	£49950	345	142	-	1.4 TFSI 150 SE	£21
kudos and a great engine	444					£22
D4 Riturho	\$50950	345	139	-	1.6 TDI 110 Ultra SE Technik	£21
D4 Biturbo Convertible D5 4dr saloon Rapid, usable a an M5	£54950 nd chean	ar alte	156 mativ			£23
an M5	***	+ + 3	\ <u></u>	10 10	1.4 TFSI 125 Sport Navigation	£21
D5 BiTurbo D5 TOURING 5dr estate A1	£56950	345	155	-		£22
practical BMW estate.	+++	+++	>		2 A TRI 150 Sport Navigation	£23
D5 BiTurbo	£5995U	343	163	-	2.0 TDI 150 Sport Nav quattro	£25
XD3 5dr 4x4 Alpina's first SUN fast, capable and desirable	i is a ti iui	шри. п	iuyeiy		1 4 TESI 125 S Line Navigation	£25
3.0 XD3	£56450	345	174		1.4 TFSI 150 S Line Navigation	£24
ARIEL					1.4 TFSI 150 S Line Navigation 1.8 TFSI 180 S Line Nav quattro	£29
ATOM Odr open Superbike fas	t track m	entali		_	1.6 TDI 110 S Line Navigation	£24
exhilarating as track cars get	**	**	k		2.0 TDI 150 S Line Nav quattro	£27
245 310	£29321	245	-	÷	Lie ibi io i o Line nangation	£27
JIV	234319	310	-	-	e.v irəi əvv əə quallıv	LJ

	Make and Mo	Price	윭	CO ₂ g/km	Insurance gro	-	Price	Bho
	NOMAD Odr open A revelation uniquely intoxicating	n and a riol			and.	A3 SALOON4dr saloon All th utes in a saloon body.	e A3's st ★ ★ ★	
		£NA	235	-	-	1.4 TFSI 150 Sport Navigation	£23585	- 1
	ASTON MARTIN						£23685 £25115	1
	RAPIDE 4dr saloon Four-door	r Aston is r	nore p	oract	ical,		£25035	1
		***					£26465	1
	5.9 V12 S VANTAGE 2dr coupé Stunnin	£149144 n Brit snor					£26305 £25735	1
	new benchmark for Aston	***	★☆	1	. 13 u	1.8 TFSI 180 S Line Nav quattro		1
		£87333	430		-		£25835	1
ı		£99995 £139145	430 565	321	÷		£27185 £28615	1
	VANTAGE ROADSTER 2dr	open Dro	p-top		s the	2.0 TDI 184 S Line Navigation	£28455	1
	Vantage's relaxed nature 4.7 V8	★★★ £98995	★ ☆ 430	221		2.0 TFSI 300 S3 quattro A3 SPORTBACK 5dr hatch	£33830	2 ntor
	4.7 V8 S	£110700	430	321	-		* * *	
	5.9 V12 S	£148145	565	343			£19485	1
	DB9 VOLANTE 2dr open Op handsome DB9 and just as charmi						£20785 £21635	1
	5.9 V12	£143495	510	333	-	1.6 TDI 110 Ultra SE	£21735	1
		£NA £NA	540 540	333	-		£23165 £23085	1
	DB9 2dr coupé Attractive and	charming	as evi	er. bu	ıt		£22485	1
	starting to shows it age	★★★ £142027	**	000			£23835	1
	5.9 V12 5.9 V12 GT Bond Edition	£142021	540	333	-		£20885 £22185	1
	5.9 V12 Black Carbon Edition	£NA	540	333	-	1.4 TFSI 150 Sport Navigation	£23035	1
		£NA	540				£23135	1
	VANQUISH 2dr coupé A Briti roads. Looks the business, too	* * *	di 101 ★☆	DIILL	211		£24565 £24485	1
	5.9 V12	£195950	568	298		2.0 TDI 150 Sport Nav quattro	£25915	1
	5.9 V12 Black Carbon Edition 5.9 V12 White Carbon Edition	£195950 £195950	568	298			£25755 £24335	1
	VANQUISH VOLANTE 2dr						£25185	1
	at heart and infinite headroom	***	★☆	r		1.8 TFSI 180 S Line Nav quattro	£29925	1
		£207950 £207950					£25285 £26635	1
	5.9 V12 White Carbon Edition	£207950	568	298	-		£28065	1
	AUDI				_	2.0 TDI 184 S Line Navigation	£27905	1
	AUDI A1 3dr hatch Audi's answer to ti	he Mini Fu	ın and	refir	her		£31850 £40795	3
	★★★★☆	iie miii. i u	iii aiiu				£35690	1
		£14530	93	97	15		A measu	
	1.6 TDI 116 SE 1.0 TFSI 95 Sport	£15605 £16505	114 93	97 97	19 15	the usual sacrifices make it fun fre 1.4 TFSI 150 SE	!e ★1 £26375	× 1
	1.4 TFSI 125 Sport	£16905	123	115		1.6 TDI 110 SE	£26475	1
		£17580 £18900	114 123	97 117	19		£27825 £27775	1
	1.4 TFSI 150 S Line	£19695	148	112	25		£27875	1
		£19575	114	98	19	2.0 TDI 150 Sport Navigation	£29225	1
ĺ		£21290 £21170	148 114	117 102	19		£30655 £30495	1
	2.0 TFSI 231 S1	£25595	228	162	33	1.4 TFSI 150 S Line Navigation	£29925	-1
	A1 SPORTBACK 5dr hatch				eni-		£34665	1
		★★★ £15150	93	97	15		£30025 £31375	1
	1.6 TDI 116 SE	£16225	114	97	19	2.0 TDI 150 S Line Nav quattro	£32935	1
		£17125 £17525	93 123	97 118	15		£32645 £39495	2
		£18200	114	97		A4 4dr saloon High quality and		
	1.4 TFSI 125 S Line	£19520	123	119	21	dynamic finesse to its rivals	***	
		£20315 £20195	148 114	112 98	19		£25900 £27700	1
	1.4 TFSI 150 Black Edition	£21910	148	117	25	2.0 TDI 150 SE Ultra	£29150	1
		£21790 £26330	114 228	102	19		£26850 £28650	1
	A3 3dr hatch Classy interior, st						£35530	2
	engines. Second only to the Golf	***	★☆	7		2.0 TDI 150 Sport Ultra	£30100	- 1
	1.2 TFSI 110 SE 1.4 TFSI 125 SE	£18865 £20165	108	114 117	17		£31000 £33960	1
	1.4 TFSI 150 SE	£21015	148	105		3.0 V6 TDI 218 Sport	£34250	2
	1.6 TDI 110 Ultra SE	£21115	108	89	-	3.0 V6 TDI 218 Sport quattro	£35680	2
		£22465 £21865			23		£30150 £37030	1
	2.0 TDI 150 SE Technik	£23215	108 148 108	108	23	2.0 TDI 150 S Line	£31600	- 1
	1.2 TFSI 110 Sport Navigation	£20265	108 123 148	117	17	2.0 TDI 190 S Line	£32500	1
		£21565 £22415	148	109	24		£35460 £35750	2
	1.6 TDI 110 Sport Navigation	£22515	108 148	105	18	3.0 V6 TDI 218 S Line quattro	£37180	2
	2.0 TDI 150 Sport Navigation	£23865					£38950	2
		£25295 £25135	181	125 112	28	A4 AVANT 5dr estate Classy savvy Audi estate	demure ≀ ★★★	and
	1.4 TFSI 125 S Line Navigation	£23715	181 123 148	124	20	2.0 TFSI 190 SE	£29100	1
		£24565					£30550	1
	1.8 TFSI 180 S Line Nav quattro 1.6 TDI 110 S Line Navigation	£24665	108	107	18		£30050 £36930	2
	2.0 TDI 150 S Line Navigation	£26015	177 108 148	109	23	2.0 TDI 150 Sport Ultra	£31500	1
	2.0 TDI 150 S Line Nav quattro 2.0 TDI 184 S Line Navigation	£27445 £27285	148	127	-		£32400 £35360	1
	2.0 TFSI 300 S3 quattro	£31230	296	162	36		£35650	2
	•						£37080	2

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	utes in a saloon body.	++
	1.4 TFSI 150 Sport Navigation	£2358
	1.6 TDI 110 Sport Navigation	£2368
	1.6 TDI 110 Sport Nav quattro	£2511
actical,	2.0 TDI 150 Sport Navigation	£2503
	2.0 TDI 150 Sport Nav quattro	£2646
00 -	2.0 TDI 184 Sport Navigation	£2630
/12 is a	1.4 TFSI 150 S Line Navigation	£2573
	1.8 TFSI 180 S Line Nav quattro	£3047
21 -	1.6 TDI 110 S Line Navigation	£2583
	2.0 TDI 150 S Line Navigation	£2718
21 -		
	2.0 TDI 150 S Line Nav quattro	£2861
uits the	2.0 TDI 184 S Line Navigation	£2845
	2.0 TFSI 300 S3 quattro	£3383
21 -	A3 SPORTBACK 5dr hatch	Classy
21 -	handling, and peppy engines	**
43 -	1.2 TFSI 110 SE	£1948
the	1.4 TFSI 125 SE	£2078
☆	1.4 TFSI 150 SE	£2163
33 -	1.6 TDI 110 Ultra SE	£2173
33 -	1.6 TDI 110 SE quattro	£2316
33 -	2.0 TDI 150 SE	£2308
but	1.6 TDI 110 Ultra SE Technik	£2248
	2.0 TDI 150 SE Technik	£2383
33 -	1.2 TFSI 110 Sport Navigation	£2088
33 -	1.4 TFSI 125 Sport Navigation	£2218
33 -	1.4 TFSI 150 Sport Navigation	£2303
33 -	1.6 TDI 110 Sport Navigation	£2313
	1.6 TDI 110 Sport New question	
itish	1.6 TDI 110 Sport Nav quattro	£2456
	2.0 TDI 150 Sport Navigation	£2448
98 -	2.0 TDI 150 Sport Nav quattro	£2591
98 -	2.0 TDI 184 Sport Navigation	£2575
98 -	1.4 TFSI 125 S Line Navigation	£2433
	1.4 TFSI 150 S Line Navigation	£2518
ruiser	1.8 TFSI 180 S Line Nav quattro	
00		£2992
98 -	1.6 TDI 110 S Line Navigation	£2528
98 -	2.0 TDI 150 S Line Navigation	£2663
98 -	2.0 TDI 150 S Line Nav quattro	£2806
	2.0 TDI 184 S Line Navigation	£2790
	2.0 TFSI 300 S3 quattro	£3185
efined	2.5 TFSI 367 RS3 quattro	£4079
eillieu		
	1.4 TFSI 150 E-Tron S-tronic	£3569
7 15	A3 CABRIOLET 2dr open	A meas
7 19	the usual sacrifices make it fun fr	ee 🖈
7 15	1.4 TFSI 150 SE	£2637
15 21	1.6 TDI 110 SE	£2647
7 19	2.0 TDI 150 SE	£2782
17 21	1.4 TFSI 150 Sport Navigation	£2777
	1.6 TDI 110 Sport Navigation	£2787
12 25		
98 19	2.0 TDI 150 Sport Navigation	£2922
17 25	2.0 TDI 150 Sport Nav quattro	£3065
02 19	2.0 TDI 184 Sport Navigation	£3049
62 33	1.4 TFSI 150 S Line Navigation	£2992
nveni-	1.8 TFSI 180 S Line Navigation	£3466
	1.6 TDI 110 S Line Navigation	£3002
7 15	2.0 TDI 150 S Line Navigation	£3137
7 19	2.0 TDI 150 S Line Nav quattro	£3293
	2.0 TDI 184 S Line Navigation	
7 15	2.0 IVI 104 3 Lille Navigation	£3264
18 21	2.0 TFSI 300 S3 quattro	£3949
97 19	A4 4dr saloon High quality and	compe
19 21	dynamic finesse to its rivals	**
12 25	1.4 TFSI 150 SE	£2590
98 19	2.0 TFSI 190 SE	£2770
17 25	2.0 TDI 150 SE Ultra	£2915
02 19		
	1.4 TFSI 150 Sport	
66 33	1.4 TFSI 150 Sport 2 O TFSI 190 Sport	£2685
66 33	2.0 TFSI 190 Sport	£2685 £2865
66 33 I good	2.0 TFSI 190 Sport 2.0 TFSI 252 Sport quattro	£2685 £2865 £3553
l good	2.0 TFSI 190 Sport 2.0 TFSI 252 Sport quattro 2.0 TDI 150 Sport Ultra	£2685 £2865 £3553 £3010
1 good 14 17	2.0 TFSI 190 Sport 2.0 TFSI 252 Sport quattro 2.0 TDI 150 Sport Ultra 2.0 TDI 190 Sport Ultra	£2685 £2865 £3553 £3010 £3100
1 good 14 17 17 20	2.0 TFSI 190 Sport 2.0 TFSI 252 Sport quattro 2.0 TDI 150 Sport Ultra 2.0 TDI 190 Sport Ultra 2.0 TDI 190 Sport quattro	£2685 £2865 £3553 £3010 £3100 £3396
1 good 14 17	2.0 TFSI 190 Sport 2.0 TFSI 252 Sport quattro 2.0 TDI 150 Sport Ultra 2.0 TDI 190 Sport Ultra 2.0 TDI 190 Sport quattro 3.0 V6 TDI 218 Sport	£2685 £2865 £3553 £3010 £3100
1 good 14 17 17 20	2.0 TFSI 190 Sport 2.0 TFSI 252 Sport quattro 2.0 TDI 150 Sport Ultra 2.0 TDI 190 Sport Ultra 2.0 TDI 190 Sport quattro 3.0 V6 TDI 218 Sport 3.0 V6 TDI 218 Sport quattro	£2685 £2865 £3553 £3010 £3100 £3396
14 17 17 20 05 24	2.0 TFSI 190 Sport 2.0 TFSI 252 Sport quattro 2.0 TDI 150 Sport Ultra 2.0 TDI 190 Sport Ultra 2.0 TDI 190 Sport quattro 3.0 V6 TDI 218 Sport 3.0 V6 TDI 218 Sport quattro	£2685 £2865 £3553 £3010 £3100 £3396 £3425 £3568
14 17 17 20 05 24 39 - 08 23	2.0 TFS1 190 Sport 2.0 TFS1 252 Sport quattro 2.0 TD1 150 Sport Ultra 2.0 TD1 190 Sport Ultra 2.0 TD1 190 Sport quattro 3.0 V6 TD1 218 Sport 2.0 TFS1 190 S Line 2.0 TFS1 190 S Line	£2685 £2865 £3553 £3010 £3100 £3396 £3425 £3568 £3015
14 17 17 20 05 24 39 - 08 23	2.0 TFSI 190 Sport 2.0 TFSI 252 Sport quattro 2.0 TDI 150 Sport Ultra 2.0 TDI 190 Sport Ultra 2.0 TDI 190 Sport quattro 3.0 V6 TDI 218 Sport 3.0 V6 TDI 218 Sport quattro 2.0 TFSI 190 S Line 2.0 TFSI 252 S Line quattro	£2685 £2865 £3553 £3010 £3100 £3396 £3425 £3568 £3015 £3703
1 good 14 17 17 20 05 24 39 - 08 23 39 - 08 23	2.0 TFS1 190 Sport 2.0 TFS1 252 Sport quattro 2.0 TFS1 525 Sport Ultra 2.0 TD1 190 Sport Ultra 2.0 TD1 190 Sport Ultra 2.0 TD1 190 Sport quattro 3.0 V6 TD1 218 Sport 3.0 V6 TD1 218 Sport quattro 2.0 TFS1 1252 S Line quattro 2.0 TFS1 252 S Line quattro 2.0 TD1 150 S Line	£2685 £2865 £3553 £3010 £3100 £3396 £3425 £3568 £3015 £3703 £3160
1900d 14 17 17 20 05 24 39 - 08 23 39 - 08 23 17 17	2.0 TFS1 190 Sport 2.0 TFS1 252 Sport quattro 2.0 TFS1 252 Sport Ultra 2.0 TDI 190 Sport Ultra 2.0 TDI 190 Sport Ultra 2.0 TDI 190 Sport quattro 3.0 V6 TDI 218 Sport 3.0 V6 TDI 218 Sport quattro 2.0 TFS1 190 S Line 2.0 TFS1 190 S Line 2.0 TDI 190 S Line	£2685 £2865 £3553 £3010 £3100 £3396 £3425 £3568 £3015 £3703 £3160 £3250
1900d 14 17 17 20 05 24 39 - 08 23 39 - 08 23 17 17 22 20	2.0 TFS1 190 Sport 2.0 TFS1 190 Sport quattro 2.0 TDI 190 Sport Ultra 3.0 V6 TDI 218 Sport quattro 3.0 V6 TDI 218 Sport quattro 2.0 TFS1 190 S Line 2.0 TFS1 252 S Line quattro 2.0 TDI 190 S Line 2.0 TDI 190 S Line 2.0 TDI 190 S Line	£2685 £2865 £3553 £3010 £3100 £3396 £3425 £3568 £3015 £3703 £3160 £3250 £3546
1900d 14 17 17 20 05 24 39 - 08 23 39 - 08 23 17 17 22 20	2.0 TFS1 190 Sport 2.0 TFS1 252 Sport quattro 2.0 TFS1 252 Sport quattro 2.0 TDI 190 Sport Ultra 2.0 TDI 190 Sport Ultra 2.0 TDI 190 Sport quattro 3.0 V6 TDI 218 Sport 3.0 V6 TDI 218 Sport 2.0 TFS1 190 S Line 2.0 TFS1 190 S Line quattro 2.0 TDI 190 S Line 3.0 V6 TDI 218 S Line	£2685 £2865 £3553 £3010 £3100 £3396 £3425 £3568 £3015 £3703 £3160 £3250 £3546 £3575
1900d 14 17 17 20 05 24 39 - 08 23 39 - 08 23 17 17 22 20	2.0 TFS 190 Sport quattro 2.0 TFS 125 Sport quattro 2.0 TFI 150 Sport Ultra 2.0 TFI 190 Sport Ultra 2.0 TFI 190 Sport Ultra 2.0 TFI 190 Sport Ultra 3.0 V6 TFI 218 Sport quattro 3.0 V6 TFI 218 Sport quattro 2.0 TFS 190 S Line quattro 2.0 TFS 190 S Line quattro 2.0 TFI 190 S Line 2.0 TFI 190 S Line 3.0 V6 TFI 218 S Line quattro	£2685 £2865 £3553 £3010 £3100 £3396 £3425 £3568 £3015 £3703 £3160 £3250 £3546
1900d 14 17 17 20 05 24 39 - 08 23 39 - 08 23 17 17 22 20 09 24 05 18	2.0 TFS 190 Sport quattro 2.0 TFS 125 Sport quattro 2.0 TFI 150 Sport Ultra 2.0 TFI 190 Sport Ultra 2.0 TFI 190 Sport Ultra 2.0 TFI 190 Sport Ultra 3.0 V6 TFI 218 Sport quattro 3.0 V6 TFI 218 Sport quattro 2.0 TFS 190 S Line quattro 2.0 TFS 190 S Line quattro 2.0 TFI 190 S Line 2.0 TFI 190 S Line 3.0 V6 TFI 218 S Line quattro	£2685 £2865 £3553 £3010 £3100 £3396 £3425 £3568 £3015 £3703 £3160 £3250 £3546 £3575
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	£26465	148	125	23	3.0 V6 TDI 218 S Line quattro	£38580	215	122	
	£26305 £25735	181	112		3.0 V6 TDI 272 S Line quattro A5 SPORTBACK 5dr hatcl	£40350	268	139	-
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	£25835	108	106	18	2.0 TDI 136 SE Ultra	£30435	134	109	24
,	£27185 £28615	148	108	23	2.0 TDI 190 SE 2.0 TDI 190 SE quattro	£30940 £32465		119 128	
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	£21635 £21735	108			1.8 TFSI 177 S Line 2.0 TFSI 230 S Line quattro	£31675 £36370	227	159	-
	£23165	108	119	15	2.0 TDI 150 S Line	£34980	148	127	25
	£23085		108		2.0 TDI 190 S Line 2.0 TDI 190 S Line quattro	£33930 £35600	187	126	31
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)	£28065	148	127	-	2.0 TDI 190 SE	£31590	187	117	-
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	£26475	108	104	18	2 N TEST 230 Black Ed + quattr	£38120	227	161	-
	£27825	148	113	27	2.0 TDI 190 Black Edition Plus			129	-
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	£29225	148	113	27	3 0 TFSI 333 S5 quattro	£43790	328	184	
	£30655	148	129	25	3.0 TFSI S5 Black Ed quattro	£44865	328	184	42
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	£32645	181	119	31	2.0 TDI 150 SE	£34265	148		
	£39495	296	165	42	2.0 TDI 190 SE	£34695	187	125	35
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	★★★ £25900		126		2.0 TFSI 230 S Line 2.0 TFSI 230 S Line quattro	£38860 £41980		167	÷
	£27700	187	127	-	2.0 TDI 150 S Line	£37515	148	129	٠
	£29150	148	99 126	-	2.0 TDI 190 S Line 3.0 TDI 245 S Line quattro	£38075	187	133	35
	£26850 £28650	187	126	÷	1.8 TFSI 177 S Line Special Ed	£45220 £37225	174	154	33
	£35530	248	136	-	2.0 TFSI 230 S Line Special Ed	£40360	227	157	-
	£30100	148	99	-	2 0 TEST 230 S Line SE quattro	£43480	227	175	•
	£31000 £33960	107	114		2.0 TDI 150 S Line Special Ed 2.0 TDI 190 S Line Special Ed	£39145 £39575	187	132	35
	£34250	215	109	-	3.0 TDI 245 S Line SE quattro 3.0 TFSI 333 S5 quattro 4.2 V8 FSI RS5 quattro A6 4dr saloon Supremely well	£46720	241	173	43
	£35680	215	115	-	3.0 TFSI 333 S5 quattro	£47035	328	189	÷
	£30150	187	130	-	4.2 V8 FSI RS5 quattro	£69555	444	249	47
	£31600	148	106	-	interior A hit soulless to drive	+++		7	
	£32500	187	113	-	2.0 TDI 190 SE Ultra	£32295	187	113	33
	£35460	187	118	-	2.0 TDI 190 SE Ultra 2.0 TDI 190 SE quattro 3.0 TDI 218 SE 3.0 TDI 218 SE quattro 3.0 TDI 272 SE quattro	£35455	187	128	25
	£35/50 £37180	215	114	-	3.U IDI 218 SE 3.O TDI 218 SE quattro	£38435	215	122	35 40
	£38950	268	134	-	3.0 TDI 272 SE quattro	£41755	268	133	42
S	/ demure a	and ve	ery teo	ch	3.0 BiTDI 320 SE quattro	£46465	316	159	44
	★ ★ ★ £29100	197	120		2.0 TDI 190 S Line Ultra	£34820	187	114	33
	£30550	148	104		3.0 TDI 218 S Line quattro	£40960	215	128	35
	£30050	187	129	-	3.0 TDI 218 S Line quattro	£42720	215	133	40
	£36930	248	139	-	3.0 TDI 272 S Line quattro	£44280	268	133	42
	£31500	148	104	-	2.0 TDI 199 S Line Ultra 2.0 TDI 199 S Line quattro 3.0 TDI 218 S Line quattro 3.0 TDI 218 S Line quattro 3.0 TDI 272 S Line quattro 3.0 BTDI 320 S Line quattro 3.0 TDI 199 Black Edition Ultra 2.0 TDI 199 Black Edition 3.0 TDI 218 Black Edition 3.0 TDI 218 Black Edition	£48990	316 187	110	33
	£35360	187	116	-	2.0 TDI 190 Black Ed quattro	£40285	187	133	-
	£35650	215	114	-	3.0 TDI 218 Black Edition	£43135	215	127	35
	£37080	215	119	-	3.0 TDI 218 Black Ed quattro	£44895	215	138	40
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Make and Model	Price	Shp CO ₂ g/km	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price	Bhp	CO ₂ g/km Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	mentanco attorna
3.0 TDI 272 Black Ed quattro : 3.0 BiTDI 320 Black Ed quattro :		268 138 4 316 164 4	2 2.0 TFSI 230 S Line Plus quat 4 2.0 TDI 150 S Line Plus quattr		120i Sport 120i M Sport	£24510 £26210		136 21 139 22	220i Luxury 220i M Sport	£28775 £29775		39 14 39 14	15 2 19 2
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	***	★ ☆	3.0 BiTDI 340 SQ5 quattro	£43690 254 163 39 £45475 321 174 -	M135i 116d SE	£32540 £22395	114	94 15	216d Sport 216d Luxury	£26895 £27645	114	4 10 4 10	08 1
		187 118 3 187 132	3.0 BiTDI 340 SO5 Plus quatto O7 5dr 4x4 Seven-seat SUV		116d ED Plus 116d Sport	£22710 £23395		89 15 103 15	216d M Sport 218d SE	£28645 £26790		4 11 8 11	
3.0 TDI 218 SE	E40485	215 125 3	fast and light. Classy interior	★★★★ ☆	116d M Sport	£25095	114	106 16	218d Sport	£28040	148	18 11	15 1
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		316 164 4 187 119 3		£51250 215 150 - £53835 268 153 41	118d M Sport 120d Sport	£26240 £25990		114 20 114 24	220d Sport 220d Luxury	£29490 £30240		87 11 87 11	
2.0 TDI 190 S Line quattro	E40160	187 133	 TT 2dr coupé TT finds its mo 	ojo at last. Drive experience	120d M Sport	£27690	187	118 25	220d M Sport	£31240	187	37 12	24 2
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3.0 TDI 272 S Line quattro	E46330	268 138 4	2.0 TFSI Sport	£30215 228 141 35	125d M Sport	£31015	221	121 30	220d xDrive M Sport	£34420	187	37 13	34 2
8.0 BiTDI 320 S Line quattro ! P.O TDI 190 Black Edition Ultra !		316 164 4 187 119 3		nic £33160 228 153 37 £30110 181 116 35	2 SERIES COUPÉ 2dr cou coupé now. Could be better equi				3 SERIES 4dr saloon Beat but lacks handling finesse of th				
2.0 TDI 190 Black Ed quattro	E42335	187 133	- 1.8 TFSI S Line	£29700 178 138 -	218i SE	£22890	134	125 20	318i SE	£24975	134	34 12	24 2
		215 127 3 215 138 4		£32765 228 141 35 nic £35710 228 153 37	218i Sport 218i Luxury	£23890 £24890		125 20 130 20	318i Sport 320i SE	£25275 £27255		84 12 81 13	
		268 138 4		£32660 181 116 35 £39245 305 168 42	218i M Sport	£25240		130 20	320i Sport	£27555		81 13 81 13	
		316 164 4 444 214 4	TT ROADSTER 2dr open	Takes the edge off the TT's	220i Sport 220i Luxury	£26730 £27730	181	146 25 149 26	320i Luxury 320i M Sport	£29755 £29555		31 13	
I.O TFSI 560 RS6 quattro I.O TFSI 605 RS6 Performance		552 223 5 596 223	 fine looks but still hugely comp 1.8 TFSI Sport 	petent ★★★★☆ £28915 178 142 -	220i M Sport 228i M Sport	£28080 £28945		149 26 155 30	320i xDrive SE 320i xDrive Sport	£28805 £29105		81 15 81 15	
A6 ALLROAD 5dr estate Rug	ged 4x4	A6. Even mo	e 2.0 TFSI Sport	£32100 228 144 38	M235i	£35075	321	189 39	320i xDrive Luxury	£31305	181	1 15	59 2
	★ ★ ★ £45755	★☆ 215 145 3	2.0 TFSI Sport quattro S-tron 2.0 TDI Sport Ultra	tic £35045 228 158 39 £31995 181 120 36	M2 218d SE	£44070 £24950		199 - 113 20	320i xDrive M Sport 330i Luxury	£31105 £33005		81 15 18 15	
.O TDI 218 Sport quattro	£49455	215 145 3	1.8 TFSI S Line	£31465 178 142 -	218d Sport	£25950	148	113 20	330i M Sport	£32805	248	18 15	51 3
		268 149 4 268 149 4		£34650 228 144 38 nic £37595 228 158 39	218d Luxury 218d M Sport	£26950 £27300		116 20 116 20	340i M Sport M3	£38125 £56595		21 17 25 20	
3.0 BiTDI 320 quattro	E52125	315 172 4	3 2.0 TDI S Line Ultra	£34545 181 120 36	220d Sport	£27550	187	112 26	330e SE	£33935	181	31 49	9
3.0 BiTDI 320 Sport quattro A7 SPORTBACK 5dr hatch		315 172 4 x of luxury,	3 2.0 TFSI 310 TTS quattro R8 2dr coupé Usable, but no	£41130 305 173 43 o less involving and	220d Luxury 220d M Sport	£28550 £28900		115 26 115 27	330e Sport 330e Luxury	£34235 £36435			
racticality and driver reward 8.0 TDI 218 SE Executive Ultra	***		dramatic for it. V10 is brutal 3 5.2 FSI 540 V10	★★★☆ £119500 532 272 50	220d xDrive Sport 220d xDrive Luxury	£30600 £31600		119 24 124 25	330e M Sport 316d SE	£36735 £27435		81 49 14 10	
		215 138 4		£134500 601 287 50	220d xDrive M Sport	£31950	187	124 25	316d Sport	£27735		4 10	
		268 138 4 328 182 4			225d M Sport 2 SERIES CONVERTIBLE	£32655		121 31 o't have	318d SE 318d Sport	£28685 £28985		18 11 18 11	
3.0 TDI 218 S Line Ultra	E49205	215 128 3	MONO 2dr open An F-22 Ra		the coupé's verve, but still good	***	**		318d Luxury	£31185	148	18 11	16 2
		215 142 4 268 142 4		★★★★ £111168 305	218i SE 218i Sport	£26580 £27580		136 21 136 21	318d M Sport 320d ED Plus	£30985 £30485		18 11 50 10	
3.0 BiTDI 320 S Line quattro	E57230	315 167 4		2111100 000	218i Luxury	£28580	134	139 22	320d ED Sport	£30985	160	0 10	08 2
		328 182 4 215 142 4		oupé A brilliant Audi	218i M Sport 220i Sport	£28930 £29715		139 22 157 28	320d SE 320d Sport	£29785 £30085		87 11 87 11	
3.0 TDI 272 Black Ed quattro	£55080	268 142 4	4 V8-inspired reboot	★★★★☆	220i Luxury	£30715	181	161 28	320d Luxury	£32285	187	87 11	16 2
I.O BiTDI 320 Black Ed quattro I.O TFSI 450 S7 quattro		315 167 4 444 220 4		£150500 582 330 50 £168300 626 338 50	220i M Sport 228i M Sport	£31065 £32085		161 29 163 33	320d M Sport 320d xDrive SE	£32085 £31285		87 11 87 11	
.0 TFSI 560 RS7 quattro		552 221 5	4.0 V8 - 4.0 V8 S	£140300 500 246 50 £149800 520 250 50	M235i 218d SE	£38250 £28150		199 40 161 22	320d xDrive Sport 320d xDrive Luxury	£31585 £33785		37 11 37 12	
18 4dr saloon Stylish, comforta	ble and s	olid. Not a	4.0 V8 GT3-R	£237500 572 295 50	218d Sport	£29150	148	163 22	320d xDrive M Sport	£33585	187	37 12	26 2
onvincing luxury saloon as others 8.0 TDI 262 SE quattro		*★★☆ 258 149 4	CONTINENTAL GT CON' Lavish and sumptuous convert		218d Luxury 218d M Sport	£30150 £30500		199 22 161 22	330d Luxury 330d M Sport	£37615 £37415		i4 13 i4 13	
3.0 TDI 262 SE Exec quattro	E62840	258 149 4	3 4.0 V8	£154400 500 254 50	220d Sport	£30500	187	163 27	330d xDrive Luxury	£39115	254	4 13	39 3
		379 189 5 258 155 4		£164800 520 258 50 £165600 582 333 50	220d Luxury 220d M Sport	£31500 £31850		199 27 161 27	330d xDrive M Sport 335d xDrive M Sport	£28915 £40330		i4 13 18 14	
		379 193 5		£185200 626 347 50	225d M Sport 2 SERIES ACTIVE TOURI	£35500	221	163 32	3 SERIES TOURING 5dr factor, but still a talent				V
		258 155 4 513 216 4			front-drive hatch is a proper con				318i SE	£26405		¥ 34 13	33 2
		596 231 258 153 4	- 6.75 V8 3 6.75 V8 Speed	£229360 505 342 - £252000 530 342 -	218i SE 218i Sport	£23010 £24260		115 13 115 13	318i Sport 320i SE	£26705 £28570		84 13 81 14	
8L 3.0 TDI 262 SE Exec quattro	£66840	258 153 4	FLYING SPUR 4dr saloon	 A genuine luxury saloon. 	218i Luxury	£25010	134	115 14	320i Sport	£28870	181	31 14	11 2
IBL 4.2 TDI 385 SE Exec quattro! IBL 3.0 TDI 262 Edition 21		379 190 5 258 159 4		of areas ★★★☆ £142800 500 254 50	218i M Sport 220i Sport	£26010 £26310		120 14 137 20	320i Luxury 320i M Sport	£31070 £30870		81 14 81 14	
8L 6.3 W12 500	E98570	493 254 5		£153300 616 332 50	220i Luxury	£27060	189	137 20	320i xDrive SE	£30105	18	1 16	54 2
23 5dr 4x4 Typically refined and nore A3 than SUV	t compete ★ ★ ★		BMW		220i M Sport 225i xDrive Luxury	£28075 £31745			320i xDrive Sport 320i xDrive Luxury	£30405 £32720		81 16 81 16	
.4 TFSI 150 SE			1 SERIES 3dr hatch Strong		225i xDrive M Sport	£32745	227	148 24	320i xDrive M Sport	£32520	181	31 16	59 2
		177 152 2 148 117 2	1 118i SE	£20930 134 116 18	225xe Sport 225xe Luxury	£35005 £35755			330i Luxury 330i M Sport	£34305 £34105		18 15 18 15	
		148 129 2 181 138 2		£21930 134 123 18 £23630 134 126 19	216d SE 216d Sport				340i M Sport 316d SE	£39255 £28735			
.4 TFSI 150 S Line		138 131 2		£23980 174 136 21	216d Luxury	£25945	114	99 14	316d Sport	£29035	114	4 11	16 1
		177 155 2 148 119 2		£25680 174 139 22 £27060 215 157 28	216d M Sport 218d SE			104 14	318d SE 318d Sport	£29985 £30285		18 11 18 11	
2.0 TDI 150 S Line quattro	E31300	148 132 2	M135i	£32010 321 188 37	218d Sport	£26340	148	109 16	318d Luxury	£32485	148	18 12	22 2
2.0 TDI 184 S Line quattro 2.0 TFSI 180 S Line Plus quattro		181 140 2 177 161 2		£21865 114 94 15 £22180 114 89 15	218d Luxury 218d M Sport				318d M Sport 320d ED Plus	£32285 £31785		18 12 50 10	
2.0 TDI 150 S Line Plus quattro	E33650	148 138 2	l 116d Sport	£22865 114 103 15	220d Sport	£27790	187	115 21	320d ED Sport	£32285	160	0 11	14 2
2.0 TDI 184 S Line Plus quattro ! 2.5 TFSI 340 RS 03 quattro !		181 146 2 335 203 3		£24565 114 106 16 £23010 148 104 19	220d Luxury 220d M Sport	£28540 £29540			320d SE 320d Sport	£31085 £31385			
25 5dr 4x4 Premium brand with	affordabl	e SUV practi	118d Sport	£24010 148 109 19	220d xDrive Sport	£30840	187	122 20	320d Luxury	£33585	187	37 12	23 2
	★ ★ ★ £33255	≮☆ 227 173 2	118d M Sport 120d Sport	£25710 148 114 20 £25460 187 114 24	220d xDrive Luxury 220d xDrive M Sport	£31590 £32590		122 21 127 21	320d M Sport 320d xDrive SE	£33385 £32585		87 12 87 12	
2.0 TDI 150 SE quattro	E32130	148 147 2	2 120d M Sport	£27160 187 118 25	2 SERIES GRAN TOURE	R 5dr MPV	A prem		320d xDrive Sport	£32885	187	37 12	28 2
		178 148 2 254 158 3	9 125d M Sport 9 1 SERIES 5dr hatch Clums	£30485 221 121 30 sy-looking from some angles	capable seven-seat MPV 218i SE	£24710		123 13	320d xDrive Luxury 320d xDrive M Sport	£35215 £35015			
2.0 TFSI 230 S Line quattro	£35710	227 179 2	and could handle better	****	218i Sport	£25960	134	123 13	330d Luxury	£38915	254	4 13	38 3
2.0 TDI 190 S Line quattro	£35540	148 150 2 178 151 2	118i Sport	£21460 134 116 18 £22460 134 123 18	218i Luxury 218i M Sport	£27710	134	127 14		£38715 £40430	254	4 14	15 3
			118i M Sport	£24160 134 126 19					330d xDrive M Sport	£40230			



Porsche 911 GT3

A singular achievement. The 911 hard-fired to a near-flawless finish. Too perfect? You'll struggle to care. *****



Ferrari 458 Speciale From £208,000
Huge premium means it can't overcome the GT3, but that doesn't stand between it and greatness. Fabulous.



Aston Martin V12 Vantage S From £138,000
The best Aston in a decade. All the bruiser's edges have been smartly smoothed away. What's left is plain magic.



Lotus Exige S From £53,000
Only fantasy machines of a rare and expensive calibre are capable of seeing off the Lotus. It's that good. ****



Nissan GT-R Nismo From £125,000
Nismo version takes the GT-R boldly into new realms of fantasy.
Has to be driven to be believed. Still short on soul.

	Price Bhp CO ₂ g/km Insurance group		Insurance group Make and Model Price Bhp CO.2 g/km Insurance group	Make and Model Price Bhp CO_2 g/km Insurance group		Make and Model
d xDrive M Sport ERIES GT 5dr hatch Hatc ets 3 Series talent. Duller but d		418d M Sport £34695 148 118 420d SE £32495 187 11 420d Sport £33995 187 119	30 xDrive30d M Sport £43295 254 156 40	6.2 V8 Z06 3LZ Auto £90260 650 322 50 6.2 V8 Z06 3LZ Convertible £91480 650 291 50 6.2 V8 Z06 3LZ Auto Convertible £93880 650 322 50	DACIA SANDERO 5dr hatch A clever budget prospect. But its limitations are unavoidable ★★★☆☆	1.3 MultiJet Pop £11575 74 0.9 TwinAir Easy £11375 84 0.9 Twinair Dualogic Easy £12125 84
i SE	£29905 181 155 31 £30905 181 155 31	420d Luxury £34995 187 119	30 X4 5dr 4x4 Å downsized X6. Respectable enough, but	TRAX 5dr SUV Chevrolet's only other entrant in the UK market is in this crossover form ***	0.9 TCe Ambiance £7595 89 109 6	1.2 Easy £10175 67 1.2 Easy £10575 67
Luxury	£31905 181 155 31	420d xDrive SE £33995 187 12	29 xDrive20d SE £37395 187 135 31		0.9 TCe Laureate Prime £9295 89 109 10	1.3 MultiJet Easy £12375 74
	£32155 181 155 31 £31405 181 165 31	420d xDrive Luxury £36495 187 12	30 xDrive20d M Sport £40395 187 135 31	CITROEN	1.2 Ambiance £6795 72 130 5	0.9 TwinAir Lounge £11875 84 0.9 Twinair Dualogic Lounge £12625 84
	£32405 181 165 31 £33405 181 165 31			C-ZERO 5dr hatch Well-engineered electric city car. Too expensive ★★☆☆		1.2 Lounge £10675 67 1.3 MultiJet Lounge £12875 74
xDrive M Sport	£33655 181 165 31	430d M Sport £40945 255 13	40 xDrive35d M Sport £49495 308 157 43	49kW £16995 66 0 28	1.5 dCi Laureate Prime £10295 89 90 12	0.9 TwinAir Trekking £13075 84
Sport	£33105 241 157 35 £34105 241 157 36	430d xDrive M Sport £42460 255 145	39 bling M50d should be avoided ★★★☆	C1 3dr hatch Better priced than its three-door Toyota sibling, but less charming visually ★★★☆	SANDERO STEPWAY 5dr hatch More expensive - but still limited ★★★☆	1.3 MultiJet 75 Trekking £14075 74
	£35105 241 157 36 £35355 241 157 36		41 xDrive40e SE £51845 241 77 41 41 xDrive40e M Sport £56545 241 78 42	1.0 VTi 68 Touch £8345 67 95 6 1.0 VTi 68 Feel £9595 67 95 6		0.9 TwinAir 4x4 £14575 84 1.3 MultiJet 95 4x4 £16475 94
Luxury	£40565 302 189 38 £40815 302 189 38	5 SERIES 4dr saloon Everything you would want	rom xDrive50i SE £61185 442 224 46	1.0 VTi 68 Airscape Feel £10595 67 95 7	1.5 dCi Ambiance £9395 89 98 10	1.3 MultiJet 75 4x4 £15575 74
SE	£31275 148 121 24	520i SE £33130 181 14	36 X5M £90180 567 258 50	1.0 VTi 68 Airscape Flair S-S £11535 67 88 7	LOGAN MCV 5dr estate Lacks its stablemates	0.9 TwinAir Cross £16225 89 1.3 MultiJet 95 Cross £18125 94
	£32275 148 121 24 £33275 148 121 24			1.2 PureTech 82 Feel £9945 81 99 10 1.2 PureTech 82 Flair £10635 81 99 11	charm. Certainly retains the cheap charm ★ ★ ☆ ☆ 0.9 Ambiance £8595 89 109 9	500 3dr hatch Super desirable, cute city car if not involving, to drive ★★★★
M Sport	£33525 148 121 24	528i SE £36695 242 14	40 xDrive25d SE £46565 228 146 37	1.2 PureTech 82 Flair Edition £12015 81 99 12	0.9 Laureate £9795 89 109 11	1.2 Pop £10890 67
l Sport	£33375 187 125 30	528i M Sport £39530 242 15	41 xDrive30d SE £49365 254 156 42	1.2 PureTech 82 Airscape Flair £11635 81 99 11 C1 5dr hatch Better priced than its five-door Toyota	1.2 Access £6995 72 130 3	1.2 Eco Pop Star £11865 67
	£34375 187 125 31 £34625 187 125 31	535i Luxury £44690 302 174 535i M Sport £44745 302 179	42 xDrive30d M Sport £54065 254 158 42 42 xDrive40d SE £52025 308 157 43	sibling, but less charming visually **** 1.0 VTi 68 Feel £9995 67 95 6		0.9 TwinAir 85 Pop Star £13065 83 1.2 Lounge £12640 67
xDrive SE	£35425 187 124 31 £36425 187 124 31	550i Luxury £57615 442 19	46 xDrive40d M Sport £56725 308 159 44	1.0 VTi 68 Airscape Feel £10995 67 95 7 1.0 VTi 68 Flair S-S £10935 67 88 7	1.5 dCi Laureate £10795 89 90 12	1.2 Eco Lounge £12740 67 0.9 TwinAir 85 Lounge £13940 83
xDrive Luxury	£37425 187 124 31	ActiveHybrid 5 SE £47790 302 14	44 X6 5dr 4x4 The world's first off-road coupé, but	1.0 VTi 68 Airscape Flair S-S £11935 67 88 7	DUSTER 5dr 4x4 Cheap, but cheerfully robust.	0.9 TwinAir 105 Lounge £14420 10
	£37675 187 124 31 £34305 215 136 34			1.2 PureTech 82 Feel £10345 81 99 11 1.2 PureTech 82 Flair £11035 81 99 11	Surprisingly convincing presence ★★★☆ 1.6 16v 115 Access 2WD £9495 113 145 6	1.2 Vintage '57 £12545 67 0.9 TwinAir 85 Vintage '57 £13845 83
Luxury	£36305 215 136 34	4.4 V8 M5 £73970 552 23	48 xDrive50i M Sport £67665 443 227 47	1.2 PureTech 82 Flair Edition £12415 81 99 12	1.6 16v 115 Access 4WD £11495 113 155 6	1.2 Ron Arad Edition £16000 67
SE	£36555 215 136 34 £37705 254 137 40	518d Luxury £33665 148 119	31 xDrive30d SE £51615 254 157 41	1.2 PureTech 82 Airs'pe Sunrise £11795 81 99 13 1.2 PureTech 82 Airs'pe Lagoon £11795 81 99 13	1.6 16v 115 Ambiance 4WD £12495 113 155 7	500 CONVERTIBLE 2dr open Super-de: city car. Cab a better drive than hatch ★★★
	£39705 254 137 40 £39955 254 137 41	518d M Sport £33665 148 124 520d SE £32365 187 114		1.2 PureTech 82 Airscape Feel £11345 81 99 11 1.2 PureTech 82 Airscape Flair £12035 81 99 11		1.2 Pop £13540 67 1.2 Pop Star £14415 67
xDrive SE	£39220 254 141 40 £41220 254 141 40	520d Luxury £35165 187 119	36 xDrive40d M Sport £58975 308 165 45	C3 5dr hatch Comfortable and well-priced but not much	1.5 dCi 110 Laureate 2WD £13495 107 115 11	1.2 Eco Pop Star £14515 67
xDrive M Sport	£41470 254 141 41	525d SE £36980 215 12	39 Z4 2dr open Long-in-the-tooth now. More cruiser than	1.0 PureTech 68 VT £11135 67 102 8	1.5 dCi 110 Laureate Prime 2WD £13995 107 115 12	1.2 Lounge £15290 67
	£44120 308 149 42 £44370 308 149 42			1.6 BlueHDi 75 VT £13425 74 90 16 1.0 PureTech 68 Edition £12715 67 104 7	1.5 dCi 110 Laureate Prime 4WD £15995 107 123 11	1.2 Eco Lounge £15390 67 0.9 TwinAir 85 Lounge £16590 83
ERIES COUPÉ 2dr coupé		530d SE £41455 254 13	43 2.0 sDrive18i M Sport £33575 154 159 34	1.2 PureTech 82 Edition £13735 81 107 10	DS	0.9 TwinAir 105 Lounge £17070 10
SE	£30125 181 144 30	530d M Sport £44270 254 14-	43 2.0 sDrive20i M Sport £34955 181 159 35	1.2 PureTech 82 Platinum £14785 81 107 11	3 3dr hatch Starting to show its age, but still the best DS car you cab buy ★★★☆	out some of its missing substance **
	£31625 181 146 30 £32625 181 146 30	535d Luxury £48920 308 143 535d M Sport £48920 308 144		1.2 PureTech 110 Platinum S&S £16060 108 104 16 1.6 BlueHDi 75 Platinum £16055 74 90 16	1.2 PureTech 82 DSign £13295 81 107 10 1.2 PureTech 82 DStyle £14795 81 107 11	1.4 95 Pop £13390 94 1.4 95 Pop Star £15550 94
M Sport	£33125 181 146 30 £31660 181 159 30	5 SERIES TOURING 5dr estate Excellent car more practical, 520d the best ***		1.6 BlueHDi 100 Platinum S&S £16970 98 87 19 C3 PICASSO 5dr MPV Quirky small MPV. Cheap and	1.2 PureTech 110 DStyle S&S £15995 108 104 19	1.3 MultiJet Pop Star £17590 94
xDrive Sport	£33160 181 163 30	520i SE £35365 181 15	36 proves a brilliant visual coup ★★★☆	useful. ★★★☆☆	1.6 BlueHDi 100 DStyle £16595 98 87 22	1.6 MultiJet Pop Star £18590 11
	£34160 181 163 31 £34660 181 163 31	520i Luxury £38165 181 166 520i M Sport £38165 181 166		1.2 PureTech 110 Edition £15805 108 115 14 1.6 BlueHDi 100 Edition £16870 99 101 16		1.4 95 Lounge £16950 94 1.3 MultiJet Lounge £18990 94
SE .	£33520 242 154 33 £35020 242 156 33	528i SE £38895 242 14	40 650i Sport £69790 443 206 50	1.2 PureTech 110 Platinum £16805 108 115 14	1.6 BlueHDi 100 DStyle Nav S&S £17595 98 87 22	1.3 MultiJet Dualogic Lounge £19890 94
Luxury	£36020 242 156 34	528i M Sport £41730 242 15	41 M6 £94750 552 231 50	C4 5dr hatch Good looking, but lacks the polish of the	1.2 PureTech 110 1955 Ltd Ed £19095 108 104 21	1.4 95 Trekking £17650 94
	£36520 242 156 34 £41870 302 188 36			latest rivals		1.3 MultiJet Trekking £19690 94 1.3 MultiJet Dualogic Trekking £20590 94
M Sport	£42370 302 188 36 £57055 425 204 42	518d SE £33065 148 12	30 6 SERIES COUPÉ 2dr coupé Great engines and	1.6 BlueHDi 100 Touch £16745 98 95 20 1.2 PureTech 110 Feel £16645 108 110 17	1.6 BlueHDi 120 DSport S&S £19295 118 94 24	1.6 MultiJet Trekking £20690 11 1.6 MultiJet Beats Edition £22190 11
SE	£31695 148 110 24	518d M Sport £35865 148 12	31 640i SE £59430 315 176 50	1.6 BlueHDi 100 Feel £17345 98 95 20	1.6 BlueHDi 120 Ultra Prestige £20995 98 94 24	500L MPW 5dr MPV Loses some of its cha
	£33195 148 118 25 £34195 148 118 25			1.6 BlueHDi 100 Feel S&S £17545 98 86 20 1.2 PureTech 110 Flair £17645 108 110 17	3 CABRIOLET 2dr open Refined soft topper. Retains its cuteness and zesty handling ★★★☆	gets bigger, but has seven-seats ★★☆ 1.3 MultiJet Pop Star £18930 9:
M Sport	£34695 148 118 25 £32495 181 111 30	520d M Sport £37365 187 12	36 650i M Sport £72390 437 206 50	1.2 PureTech 130 Flair S&S £18245 128 107 19 1.6 BlueHDi 100 Flair £18345 98 95 20	1.2 PureTech 82 DSign £15295 81 112 12	1.3 MultiJet Dualogic Pop Star £19830 9: 1.6 MultiJet Pop Star £19930 11
1 Sport	£33995 181 119 31	525d Luxury £42125 215 14	40 640d SE £62295 309 143 50	1.6 BlueHDi 120 Flair S&S £19145 118 95 25	1.6 THP 165 DStyle S&S £18995 163 129 28	1.3 MultiJet Lounge £20430 93
	£34995 181 119 31 £35495 181 119 31	525d M Sport £42125 215 14 530d SE £43655 254 13		2.0 BlueHDi 150 Flair S&S £20045 148 98 29 C4 CACTUS 5dr hatch Interesting and novel,		1.3 MultiJet Dualogic Lounge £21330 93 1.6 MultiJet Lounge £21430 11
d xDrive SE	£33995 181 117 30 £35495 181 125 30		43 and interior. More GT than sports car ★★★☆	but typically flawed to drive ★★★☆☆		500X 5dr hatch Familiar styling works rather
I xDrive Luxury	£36495 181 125 30	535d Luxury £51120 308 14	45 650i Sport £75690 443 213 50	1.2 PureTech 82 Feel £14690 81 105 9	1.6 BlueHDi 100 1955 Ltd Ed £21895 98 87 26	1.6 E-Torq 110 Pop £14595 10
	£36995 181 125 30 £35430 215 131 33	535d M Sport £51120 308 149 5 SERIES GT 5dr hatch Fine cabin, but only sea		1.2 PureTech 82 Flair £16090 81 107 10 1.2 PureTech 82 Flair Edition £17065 81 107 10	1.6 THP 165 DSport S&S £21095 163 129 29 1.6 BlueHDi 120 DSport S&S £21295 118 94 26	
Sport		four. Poor ride and steering ★★★☆☆	M6 £97300 552 239 50	1.2 PureTech 110 Feel S-S £15890 108 100 15 1.2 PureTech 110 Flair S-S £17290 108 100 16	4 5dr hatch Jack of all trades, master of none. Nice	1.4 MultiAir 140 Pop Star £17595 13 1.6 MultiJet 120 Pop Star £19095 11
M Sport	£38430 215 136 34	535i M Sport £50265 302 193	44 640d M Sport £71530 309 153 50	1.2 PureTech 110 Flair Edition £18265 108 100 16	1.2 PureTech 130 Elegance £19495 128 119 17	1.3 MultiJet 95 Pop Star £18095 93
	£40445 255 134 40 £40945 255 134 40		 46 i3 5dr hatch Superb really, but pricey and not free from 46 the usual electric car practicality issues ★★★★ 	1.6 BlueHDi 100 Feel £16690 98 90 18 1.6 BlueHDi 100 Flair £18090 98 92 18	1.6 BlueHDi 120 Elegance £21245 118 100 20 1.6 BlueHDi 150 Elegance £22245 148 100 24	1.4 MultiAir 140 Lounge £19345 13 1.6 MultiJet 120 Lounge £20845 11
xDrive Luxury	£41960 255 142 40 £42460 255 142 40	520d SE £38045 181 14	33 i3 EV £30980 168 0 21	1.6 BlueHDi 100 Flair Edition £19065 98 92 19 C5 4dr saloon Spacious and comfy. An effective and	1.2 PureTech 130 Prestige £20745 128 120 19 1.6 BlueHDi 120 Prestige £22495 118 103 22	1.3 MultiJet 95 Lounge £19845 93
xDrive Luxury	£45245 308 147 41	520d M Sport £40845 181 14	34 i8 2dr coupé Petrol-electric sports coupé is compelling	interesting Mondeo rival ★★★☆☆	1.6 BlueHDi 150 Prestige £23495 148 103 26	1.4 MultiAir 170 Cross AWD Auto £22095 16
xDrive M Sport RIES CONVERTIBLE 2	£45745 308 147 41 2dr open A quality	530d SE £46965 254 15 530d Luxury £48965 254 15:	43 and entertaining ★★★☆ 44 1.5 £104540 357 49 50	1.6 BlueHDi VTR+ Techno Pack £24150 148 106 30 1.6 BlueHDi Exclusive Tech Pack £25750 148 106 31	1.6 BlueHDi 180 Prestige Auto £25495 178 115 27 1.6 THP 165 Prestige S&S Auto £22445 163 130 22	1.6 MultiJet 120 Cross £20095 11 2.0 MultiJet 140 Cross AWD £22095 13
uct, but some of the verve ha	as gone ★ ★ ★ ☆ £34910 181 154 30	530d M Sport £49765 254 153	44	C5 TOURER5dr estate Comfy and effective estate alternative but still falls short of rivals ★★☆☆		1.4 MultiAir 140 Cross Plus £20345 13
Sport	£36410 181 158 31	535d M Sport £52685 308 15	46 CTS-V 4dr saloon A genuine rival to Europe's finest	1.6 BlueHDi VTR+ Techno Pack £25260 148 110 30	DS 4 doesn't make it any better ★★★☆☆	1.6 MultiJet 120 Cross Plus £21845 11
		7 SERIES 4dr saloon Its diesel powertrain and infotainment lead the class. Still too bland ★ ★ ★	supercars, lacks handling finesse ★★★☆ ★☆ 6.2 V8 £75255 640 298 50	1.6 BlueHDi Exclusive Tech Pack £26860 148 110 31 BERLINGO MULTISPACE 5dr MPV Likeable,	1.6 BlueHDi 120 £23495 118 103 24	2.0 MultiJet 140 Cross Plus AWD £23845 13 PUNTO 3dr hatch Spacious and characterf
SE	£37720 242 159 36 £39220 242 163 36	740Li £72060 321 15	44 CTS 4dr saloon Sharp-looking big saloon needs a 45 diesel. ★★☆☆☆	practical van-based MPV ★★★☆☆ 1.6 VTi 95 Touch £13335 93 148 10	5 5dr hatch Design marvel. Shame it doesn't function so	
Luxury	£40220 242 163 36	750i £76320 442 18	- 2.0T RWD Elegance £39265 272 180 44	1.6 BlueHDi 75 Feel £15440 74 113 12	1.6 THP 165 Elegance Auto £26980 163 136 25	1.2 Easy + £12090 6
Luxury	£40720 242 163 37 £45685 302 194 39	730d £64530 316 12	- 2.0T AWD Elegance £41555 272 193 44 46 2.0T RWD Luxury £43865 272 180 44	1.6 BlueHDi 100 Feel Edition £16940 98 113 15	1.6 BlueHDi 120 Elegance £25980 118 104 25 1.6 BlueHDi 150 Elegance £27140 148 105 29	PUNTO 5dr hatch MultiAir tech improves a
M Sport	£46185 302 194 39 £61150 425 213 45	730d M Sport £68180 261 12	46 2.0T AWD Luxury £46055 272 193 44 46 2.0T RWD Performance £46365 272 180 44	1.6 BlueHDi 100 Feel Edition S&S £17090 98 109 15	2.0 BlueHDi 180 Elegance Auto £29620 178 114 33 2.0 Hybrid4x4 200 Elegance £32470 197 103 28	economy. Still heavily dated though 🔭 🖈 🖈
SE	£37250 187 127 31	730d xDrive M Sport £70910 261 13	46 2.0T AWD Performance £48655 272 193 44	1.6 BlueHDi 100 XTR S&S £17890 98 109 15	1.6 BlueHDi 150 1955 Ltd Ed £29600 148 105 30	1.2 Easy + £12690 6
Luxury	£38880 187 134 31 £39880 187 134 31	730Ld M Sport £72260 261 133	46 2.0T AWD Premium £52355 272 193 44	1.6 BlueHDi 120 XTR S&S £18540 118 115 17 C4 PICASSO 5dr MPV Plushness and an improved	1.6 BlueHDi 150 Prestige £29560 148 105 30	QUBO 5dr MPV Fiat's take on a versatile
M Sport	£40380 187 134 31 £39240 215 138 34	740d xDrive £72060 315 13- 740d xDrive M Sport £75710 315 13-	- ESCALADE 5dr 4x4 Cadillac's luxury SUV, but remains - large and ungainly. ★★☆☆☆	dynamic make for a better car ★★★☆	2.0 BlueHDi 180 Prestige Auto £32040 178 114 33 2.0 Hybrid4x4 200 Prestige £34890 197 103 29	van-based MPV ★★★☆ 1.4 Active £12500 70
Sport	£40755 215 143 34	740Ld xDrive £76010 315 13	- 6.2 V8 AWD £NA 420 302 -	1.6 BlueHDi 100 VTR S&S £18725 98 99 15		1.3 Multijet 80 Active £14200 7
A Sport		X1 5dr 4x4 Much improved on its predecessor and t	ne .	1.6 BlueHDi 100 VTR + S&S £20025 98 99 15	F12 2dr coupé Proper V12 Ferrari with serious	1.4 MyLife £13500 7 1.3 Multijet 80 MyLife £15200 7
uxury		pick of the premium brand bunch 🛨 🛨 🛨 ☆	CATERHAM 31 SEVEN 2dr open Pound for pound, still the most	1.6 BlueHDi 120 VTR + S&S £20785 118 100 20 1.6 BlueHDi 120 Selection S&S £21210 118 100 20	exclusivity and appeal ★★★★	1.3 Multijet 95 MyLife £13100 9 1.3 Multijet 95 Trekking £16100 9
Drive Luxury	£49100 308 155 42	xDrive 20i xLine £32725 189 14	31 compelling way to spend five figures ★★★★	1.6 BlueHDi 120 Exclusive S&S £22085 118 100 20	6.3 V12 tdf £NA 770 360 50	DOBLO 5dr MPV MultiAir tech improves app
Drive M Sport RIES GRAN COUPÉ 40	£49600 308 155 42 dr saloon A prettier 3	sDrive 18d SE £26780 148 10	25 0.7 160 S £21995 80 114 -	1.6 BlueHDi 120 Exclusive + S&S £24445 118 100 20	FF 2dr coupé Four-seat Ferrari estate has appeal but lacks classic DNA ★★★☆	economy. Still heavily dated though ** 1.4 95 Pop £13570 9
Very good, but not better.		sDrive 18d Sport £28280 148 10	25 1 (270) 022 (05 125	1 / Block Bit 150 Footbasins	(2 14 2) (2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1.4 95 Easy £14740 9 1.4 95 Easy Air £15085 9
port	£31660 181 153 29	sDrive 18d M Sport £29780 148 10	- 2.0 420 £29995 210	1.6 THP 165 Exclusive + EAT6 £25070 163 134 21	turbocharged brings it up to scratch ★★★☆	1.6 Multijet 95 Easy £16640 9
	£32660 181 153 29 £33160 181 153 30		- 2.0 620S £44995 310 - 2.0 620R £49995 310	1.6 Billemin 130 Exclusive ∓ 1.234 10 148 105 24 1.6 THP 165 Exclusive EAT6 £22710 163 130 21 1.6 THP 165 Exclusive + EAT6 £25070 163 134 21 GRAND C4 PICASSO 5dr MPV Plushness and an improved dynamic make for a better car ★ ★ ★ ☆	3.9 V8 T £153345 552 250 50 458 SPECIALÉ 2dr coupé A fitting farewell to	1.6 Multijet 95 Easy Air £16985 9 1.6 Multijet 120 Easy £17390 11
Drive SE	£31660 181 161 30	xDrive 18d xLine £31280 148 124		1.2 Pure lech 130 VIR 3&3 £ 19970 128 115 16	Ferraris naturally aspirated V8 🛪 🛪 🛪 🛪	1.6 Multijet 120 Easy Air £17735 11
Drive Luxury	£33160 181 164 30 £34160 181 164 30	xDrive 20d Sport £30630 187 12	30 CORVETTE 2dr coupé Left-hand drive heavy hitter.		488 SPIDER 2dr open The complete supercar. Minus	1.6 Multijet 120 Lounge £19470 11
cDrive M Sport	£34660 181 164 31 £33520 241 154 33	xDrive 20d xLine £32130 187 12	30 Serious engine for the money ★★★☆		roof. A world-class head turner ★★★★	1.6 Multijet 95 Trekking £18985 9: 1.6 Multijet 120 Trekking £19735 11
Sport	£35020 241 156 34	xDrive 25d xLine £36060 227 13	34 6.2 V8 Stingray 2LT Auto £64850 460 284 50	1.6 BlueHDi 120 Selection S&S £22910 118 106 21	488 GTB 2dr coupé TCalm ride mixed with explosive	
Luxury M Sport	£36020 241 156 34 £36520 241 156 34	xDrive 25d M Sport £36060 227 13: X3 5dr 4x4 A close match to the Disco Sport, but h	s 6.2 V8 Stingray 3LT Auto £67770 460 284 50	1.6 BlueHDi 120 Exclusive S&S £23785 118 106 19 1.6 BlueHDi 150 Exclusive £24750 148 102 24	performance. Say no more.	FORD KA 3dr hatch Ageing three-door car with out
ихигу	£41870 302 193 36	hetter engines and equipment levels **	6.2 V8 Stingray 2LT Convertible £66070 460 282 50	1.6 BlueHDi 120 Exclusive + S&S £26145 118 106 20		infotainment options
	£42370 302 193 36 £31695 148 114 23	xDrive20d xLine £35295 187 13	30 6.2 V8 Stingray 2LT Auto Conv £68470 460 283 50 30 6.2 V8 Stingray 3LT Convertible £68990 460 282 50	1.6 THP 165 Exclusive EAT6 £24410 163 130 20	PANDA 5dr hatch Sells practical, robust charm better	1.2 Zetec Black Edition £10995 68
	£33195 148 118 23		31 6.2 V8 Stingray 3LT Auto Conv £71390 460 283 50			1.2 Studio £8995 6

Column	Make and Model		co ₂ g/km	Insurance group	Make and Model	Price		CO ₂ g/km Insurance group	Make and Model	Price	Bhp CO ₂ g/km		Make and Model	Price Bhp CO ₂ g/km Insurance group
	1.2 Titanium £1	11995	68 115		2.3T 350 Ecoboost RS	£29995	345	175 -	2.0 TDCi 150 Titanium X 2WD	£27495	148 12	2 20	1.8 i-VTEC SE Plus Navi	£20175 140 145 14
	access provide convincing selling po	oints 🛨	***		1.5 TDCi 120 Zetec	£19795	118	98 11	1.5T 150 Titanium X Sport	£28645	148 14	3 20	1.8 i-VTEC Sport Navi	£20225 140 145 14
Marging Marg	1.0T EcoBoost 100 Titanium £1	16695	99 119	10	1.5 TDCi 120 Titanium	£21295	118	98 11	2.0 TDCi 150 Titanium X Sport	£30345	148 12	2 20	1.8 i-VTEC EX Plus	£23935 140 145 15
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April 1985 1987 1	1.4 90 Zetec £1	14995	89 139	8	1.5 TDCi 115 Titanium	£21195	114	109 16	1.0T 125 Ecoboost Zetec S-S	£19395	123 11	7 13	1.6 i-DTEC S	£19755 118 99 15
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September Color Property	1.5 TDCi 75 Zetec £1	16545	74 98	8	2.0 TDCi 150 Titanium X	£24635	148	105 -	1.6 125 Zetec	£18395	123 14	9 11	1.6 i-DTEC SR	£24340 118 103 16
Lief Staff	1.5 TDCi 95 Titanium £1 1.5 TDCi 95 Titanium X £1	18125	94 98	11	2.0 TDCi 185 ST-2	£24245	182	110 35	1.6T 182 E'boost Titanium X SS	£23605	180 14	4 22	1.8 i-VTEC S 1.8 i-VTEC S Navi	£18650 140 149 13
March Marc	1.6 105 Zetec Powershift Red Ed £1	17745	103 149	- (FOCUS ESTATE 5dr estate	Well-man	nered a	and	1.5 TDCi 120 Titanium	£21745	114 10	5 16	1.8 i-VTEC SE Plus Navi	£21175 140 149 14
All Professor 100 101	1.4 90 Zetec White Edition £1	15745	89 139	- (1.0T 100 Ecoboost Style	£18695	99	109 10	2.0 TDCi 150 Titanium	£23095	148 11	4 20	1.8 i-VTEC EX Plus	£24935 140 149 15
Add Staff and Staff 1076 1016 1016 5000 1016	1.0T E'Boost 140 Zetec White Ed £1	17245	138 116	· -	1.0T 100 Ecoboost Titanium X	£23195	99	109 10	GRAND C-MAX 5dr MPV Fu	ın to drive	and can b		crossover. Bland performance	though ★★★☆☆
The content of the	1.6 105 Zetec P'shift Silver Ed £1	17745	103 149	- (1.0T 125 Ecoboost Titanium 1.0T 125 Ecoboost Titanium X	£21695	123	110 14	1.0T 125 Ecoboost Zetec S-S	£20495 £20995	99 11 123 11		1.5 i-VTEC SE	£20690 128 134 18
18 18 18 18 18 18 18 18	respect, but for ride and handling it:	still is ★	***	r#c	1.0T 125 Ecoboost Zetec	£20195	123	110 14	1.0T 125 Ecoboost Titanium S-S	£22495	123 11	9 13	1.6 i-DTEC S	£20245 118 104 20
1870 General Read 1875	1.0 80 Zetec S-S £1	13795	79 99	7	1.5 TDCi 120 Titanium	£22395	118	98 11	1.5 TDCi 120 Zetec	£21845	118 11	3 16	1.6 i-DTEC SE Navi	£23050 118 108 20
1.50 1.50	1.0T 100 Ecoboost Zetec S-S £1	14295	99 99	11	1.5 TDCi 120 Zetec	£20895	118	98 11	1.5 TDCi 120 Titanium X	£25345	114 11	3 16	CR-V 5dr 4x4 The CR-V sold	iers on. But remains frugal
1.5 Mill File Hammar 15 1966 9 9 1 1.5 Mill School Place 1976 1	1.0T 100 Ebst Zetec White Edit £1	14745	99 99	11	1.5 TDCi 95 Style	£19395	94	98 11	2.0 TDCi 150 Titanium X	£26695	161 11	9 22	1.6 i-DTEC S 2WD	£23400 118 115 22
10 15 15 16 16 16 16 16 16	1.0T 100 E'bst Titanium X S-S £1 1.0T 125 Ecoboost Titanium S-S £	16545 15795	99 99 123 99	11 15	1.5T 150 Ecoboost Zetec S 1.5T 182 Ecoboost Titanium X	£21945 £24920	148 180	127 14	but is no longer the class-leader 1.5 SCTi Ecoboost 160 Zetec	£24795	★☆ 158 14	9 -	1.6 i-DTEC SE 2WD	£25570 118 115 22 £28495 118 119 23
1.01 Held Bartes Seed files 1646 18 18 18 14 15 Telement Personal 1246 12 16 12 10 10 10 10 10 10 10	1.0T 125 Ecoboost Zetec S S-S £1	16045	123 99	15	1.6 105 Style	£18180	103	139 11	2.0 TDCi 150 Zetec	£26245	148 12	9 -	1.6 i-DTEC SR 4WD	£30625 158 133 27
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1.58 E. Sprie 12-06 12-07 12-0	1.25 60 Studio £1	10245	59 122	3	1.6 125 Zetec S Powershift	£22195	123	146 14	2.0 TDCi 180 Titanium	£28845	178 12	9 -	2.0 i-VTEC SE 2WD	£24515 153 168 22
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Land Half Bedomed ST2	1.6 105 Titanium Powershift £1	16145	103 138	12	1.5 TDCi 120 Style	£19895	118	98 11	1.5 SCTi Ecoboost 160 Zetec	£26695	158 14		a practical and well-priced car	****
1.5 No. 15 Style	1.6T 180 Ecoboost ST-2 £1	18645	180 138	30	2.0 TDCi 185 ST-1	£23595	182	110 34	2.0 TDCi 150 Zetec	£28595	148 12	9 -	1.0 S Air	£9575 65 108 1
1.5 This Till Intellum	1.5 TDCi 75 Style £1	14095	74 94	8	2.0 TDCi 185 ST-3	£27395	182	110 36	2.0 TDCi 150 Titanium	£30395	148 12	9 -	1.0 SE Blue Drive	£10225 65 98 1
1.5 HO 19.5 Patec 1.6 Ho 19.4 12.2 2.6 Ho 10.5 12.2 2.7 Ho 10.5 12.2 12.5 16.5 14.2 12.2 12.5 16.5 14.2 12.5 16.5 14.2 12.5 16.5 14.2 12.5 16.5 14.2 12.5 16.5 14.2 1	1.5 TDCi 75 Titanium £1	15895	74 98	9	2.0T 250 Ecoboost ST-2	£25345	247	159 35	2.0 TDCi 180 Titanium	£31195	178 12	9 -	1.2 SE	£10475 86 114 4
STRICT STRICT STRICT StRIP S	1.5 TDCi 95 Zetec Econetic £1 1.5 TDCi 95 Zetec S £1	15795 16645	94 94	12	MONDEO 5dr hatch Over-del	ivers on p	ractica		2.0 TDCi 180 Titanium X	£34245	178 12	9 -	i20 5dr hatch Appealing sup	£12295 86 114 5 permini, which combines
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Like Distriction Content Conte	respect, but for ride and handling it:	still isi 🖈	**	t to	1.0T EcoBoost 125 Zetec	£20495	123	119 -	MPV is practical and spacious	**	***		1.2 84 SE	£13025 83 119 6
1.88 Pittenium SS 15957 79 97 7 2.70 1019 Fakes Mily 2.29 11 15 15 1000 Fakes Mily 2.29 11 15 15 1000 Fakes Mily 2.29 11 15 1000 Fakes Mily 2.29 12 10 1000 Fakes Mily 2.29 11 15 1000 Fakes Mily 2.29 12 10 1000 Fakes Mily 2.29 11 15 1000 Fakes Mily 2.29 12 10 1000 Fakes Mily 2.29 12 12 1000 Fakes Mily 2.29	1.6 105 Titanium Powershift £1	16645	103 138	12	1.5 TDCi 120 Econetic Zetec	£22495	118	94 -	1.5 TDCi 100 Style	£15645	98 12	0 -	1.2 84 Premium SE	£15625 83 119 7
10 10 10 12 12 13 14 15 15 15 15 15 15 15	1.0 80 Titanium S-S £1	15395	79 99	7	2.0 TDCi 150 Zetec AWD	£24595	148	124 -	1.5 TDCi 100 Zetec	£17295	98 12	0 -	1.4 100 SE	£13625 99 127 10
1871 1872 1873 1874	1.0T 100 Ebst Zetec Black Edit £1	15345	99 99	11	2.0T EcoBoost 240 Titanium	£26750	237	171 -	1.5 TDCi 120 Zetec	£18245	118 11	5 -	1.4 100 Premium SE	£15325 99 127 10
Land 152 Cache Market Millson 1.61025 39 16. 2 10 Diction Transium and 1.6205 39 16. 2 10 Diction Transium and 1.6205 39 16. 2 1.6206 39 16. 2 1	1.0T 100 Ecoboost Titanium S-S £1	15895	99 99	11	2.0 TDCi 150 Eco Titanium	£24545	148	107 -	1.5 TDCi 100 Titanium Fuel Eco	£19055	98 11	1 -	1.1 CRDi 75 SE	£14525 74 103 6
1.25 of Systyce	1.0T 125 Ecoboost Titanium S-S £1	16395	123 99	15	2.0 TDCi 150 Titanium AWD	£25995	148	124 -	GRAND TOURNEO CONN	ECT 5dr	MPV Sur	orising	1.4 CRDi 90 Premium	£16025 89 106 12
1.25 22 Leve With E follows 1.4345 80 12 7 2.0 TWC Vignale Whole 20095 18 79 1.5 TDC 1/10 Carbon 1.6 TDC 1/10 Carb	1.25 60 Style £1 1.25 82 Zetec £1	13895	80 122	7	2.0 TDCi 210 Titanium Auto	£27495	207	130 -	1.5 TDCi 100 Style Fuel Eco	£18255	98 11	5 -	1.4 CRDi 90 Premium Nav SE	£16700 89 106 10 £17700 89 106 11
1.5 TOLI 73 Evides	1.25 82 Zetec White Edition £1	14345	80 122	7	2.0 TiVCT Vignale Hybrid	£30095	185	99 -	1.5 TDCi 100 Zetec Fuel Eco	£19905	98 11	5 -	one inch better	****
1.5 TiDG 75 Zeiber 15.906 74 94 9 2.0 TiDG 107 (viginale Auto 15.1006 75 Tidanium 16.406 74 94 9 2.0 TiDG 107 (viginale Auto 15.1006 75 Tidanium 16.406 74 94 74 94 94 75 TiDG 107 (viginale Auto 15.1006 75 Tidanium 16.406 74 74 74 74 74 74 74 7	1.6 105 Titanium Powershift £1	16745	103 138	- 1	2.0 TDCi 180 Vignale	£29345	178	117 -	1.5 TDCi 120 Titanium	£21895	118 11	9 -	1.4 100 SE	£16495 99 135 8
1.5 TOIL 95 Style Econetic S E15795 94 82 11 Estable Reasonably priced. ★★★★★ 2.3 Ecoboost Convertible E34495 412 94 13 15 Toil 218 Econetic Style E2395 148 109 5.0 W8 Convertible E3495 410 306 1.6 CB011 05 E1895 109 94 12 1.5 TOIL 95 Trainium X E1245 94 94 13 1.0 Toil 2005 E15795 99 94 12 2.0 TOIL 196 Econetic Style E2395 148 109 5.0 W8 Convertible E3495 410 306 1.6 CB011 05 E Nay E1495 109 94 12 1.5 TOIL 95 Trainium X E1245 94 94 13 1.0 Toil 2005 E1245 12 12 12 12 12 12 12 1	1.5 TDCi 75 Zetec £1	15495	74 94	9	2.0 TDCi 210 Vignale Auto	£31595	207	130 -	UK, what's not to love	**	+ ★☆		1.6 120 Premium	£20295 118 145 9
	1.5 TDCi 95 Style Econetic S-S £1 1.5 TDCi 95 Zetec Econetic S-S £1	15795 16395	94 82 94 82	11	estate. Reasonably priced.	***	★☆ 118	99 -	2.3 Ecoboost Convertible 5.0 V8 Fastback	£34495 £34495	312 18 410 29	4 - 9 -	1.6 CRDi 110 S	£17195 109 94 11 £18495 109 94 12
Developing world origins show through	1.5 TDCi 95 Titanium X £1	18245	94 94	13	1.0T EcoBoost 125 Zetec	£21745	123	120 -		£38495	410 30	6 -	1.6 CRDi 136 Premium	£23000 134 102 13
Lot Technolos 125 Zetec E1345 23 25 1 2.0 TDC1150 Zetec E2445 148 12 - R E3960 175 181 - L6 120 SE E18195 181 ISO 10 L5 TDC1112 Zetec E1445 10 149 10 L5 TECOBOOST 160 Titanium E24480 158 139 - L5 TDC1112 Zetec E1445 10 149 10 L5 TECOBOOST 160 Titanium E24480 158 139 - L5 TDC1172 Setec E18195 181 ISO 10 L5 TDC1172 Setec E18195 E1819 181 ISO 10 L5 TDC1172 Setec E18195 E1819 E181	developing world origins show throu	ıgh ★ 🖈	★☆ :	Àr .	1.5 TDCi 120 Econetic Zetec	£23745	118	99 -	G40 2dr coupé A balanced ar			car,	expect and more practical too	****
1.5 TDC1 197 Extent	1.0T Ecoboost 125 Zetec £1	15345	123 125	11	2.0 TDCi 150 Zetec	£24345	148	112 -				١-	1.6 120 SE	£18195 118 150 10
1.5 TOC 95 Zelec	1.5 TDCI 112 Zetec £1	14445	110 149	10	1.5T EcoBoost 160 Titanium	£24480	158	139 -		kaned car	which har	dles	1.6 CRDi 110 S	£18295 109 102 11
1.6 1.5 1.6	1.5 TDCi 95 Zetec £1 FOCUS 5dr hatch Still appealing	15895 g for its g	94 115 ood drive	10	1.5 TDCi 120 Eco Titanium	£25045	118 148	99 - 109 -	decently, but lacks vivacity	**	★☆ 100 11	6 13	1.6 CRDi 110 SE Nav 1.6 CRDi 136 Premium	£20595 134 102 12 £23395 134 102 13
1.01 Tild Ecoboost Style	1.6 125 Zetec S £2	21095	123 146		2.0 TDCi 150 Titanium AWD	£27375	148	131 -	1.3 i-VTEC SE Navi	£15205	100 11	6 13	fireworks here	****
1.01 10 1.05 1.	1.0T 100 Ecoboost Style £1	17945	99 99	10	2.0 TDCi 180 Titanium AWD Auto	£29510	178	141 -	1.3 i-VTEC EX Navi	£16325	100 12	0 13	1.7 CRDi 141 S	£20400 139 114 18
1.01 1.02 1.05	1.0T 100 Ecoboost Titanium £2	20095	99 10	10	2.0T EcoBoost 240 Vignale	£32155	237	176 -	1.3 i-VTEC SE CVT	£15695	100 11	1 13	1.7 CRDi 141 SE Nav	£22400 139 114 19
1.07 125 1.07 125 1.07 1.	1.0T 125 Ebst Style Powershift £1	19345 19095	123 125 123 108	14 3 14	2.0 TDCi 180 Vignale AWD Auto 2.0 TDCi 210 Vignale Auto	£33610 £32975	178 207	141 - 134 -	1.3 i-VTEC EX CVT	£16815	100 11	4 13	1.7 CRDi 141 SE Nav Business	£23900 139 114 19
1.5118 Ebst Zetec Bel defilition 22 1095 148 127 4 1.5118 Zebooost Zetec AWD 22 150 172 1.4 1.5118 Zebooost Zetec AWD 22 1.6	1.0T 125 Ecoboost Zetec S £2 1.0T 125 Ecoboost Titanium £2	20345 20595	123 108 123 108	3 14 3 14	KUGA 5dr 4x4 Bigger Kuga has backwards, but the strengths rem	s taken a ain ★ 🖈	stylistic	step ☆	CIVIC 5dr hatch Expensive in frugal diesels to choose from ★	higher tr ★★★	ims, but ha	IS	i40 TOURER 5dr estate / rather dull and ordinary	A practical estate but still ★★★☆☆
1.51182 Ebst Zetec Black Edit 225/2 80 127 4 2.0 TDCI 150 Zetec AMD £24195 148 135 20 1.6 FOTEC S Plus Navi £2380 180 127 4 2.0 TDCI 150 Zetec AMD £24195 148 135 20 1.6 FOTEC S Plus Navi £2380 180 127 4 1.5 T150 Ecboost Titanium £22895 148 143 20 1.6 FOTEC S Plus Navi £2180 118 94 15 1.7 CRD1 141 S EN AV Business £24505 139 124 19 18 19 19 19 19 19 19	1.5T 150 Ecoboost Zetec S £2	20845	148 12	14	1.5T 150 Ecoboost Zetec	£20995	148	143 20	1.4 i-VTEC S-Nav	£16815	98 12 98 12	9 5 9 5	1.7 CRDi 141 S	£21650 139 114 18
1.51182 Ecoboost Titanium 22870 180 127 14 1.51150 Ecoboost Titanium 22895 148 143 20 1.6-DTEC S Navi 19365 118 94 15 1.7 CRD1 141 S E Nav Business 225150 139 114 19	1.5T 182 Ebst Zetec Red Edition £2	21995	180 127	14	2.0 TDCi 150 Zetec	£22695	148	122 20	1.4 i-VTEC SE Plus Navi	£18575	98 13		1.7 CRDi 141 SE Nav	£23650 139 114 19
1.6.10 S.Syle Powershift	1.5T 182 Ecoboost Titanium X £2	23820	180 127	14	1.5T 150 Ecoboost Titanium	£22895	148	143 20	1.6 i-DTEC S Navi	£19365	118 9	1 15	1.7 CRDi 141 SE Nav Business	£25150 139 114 19
1.6125 Zelec Powershift E19845 13 16.13 Idea 1.5150 Ebst Titanium Sport £24545 148 143 20 1.6-IDTEC Sport Navi £21430 118 98 1.5 1.4 SE £1395 89 130 9 1.6125 Titanium Powershift £21345 123 146 1 5.1152 Ebst Titanium Sport AWD £28700 180 171 1.6 I-DTEC SR £23140 118 94 16 1.4 Premium £1445 89 30 30 30 30<	1.6 105 Style £1 1.6 125 Style Powershift £1	17095 18845	103 136	11	2.0 TDCi 150 Titanium	£24595	148	122 20	1.6 i-DTEC SE Plus Navi	£21180	118 9	1 15	ix20 5dr hatch Usable high	-roofed hatch, but short o
2.0T 250 Ecoboost ST-1 £2249	1.6 125 Zetec Powershift £1 1.6 125 Zetec S Powershift £2	19845 21095	123 146 123 146	14	1.5T 150 Ebst Titanium Sport 1.5T 182 Ebst Titan'm Sport AWD	£24545 £28700	148 180	143 20 171 21	1.6 i-DTEC Sport Navi 1.6 i-DTEC SR	£21430 £23140	118 9 118 9	15 1 16	1.4 SE 1.4 Premium	£13995 89 130 9 £14945 89 130 9
2.OT 250 Ecoboost ST-2 £24245 247 159 35 1.5T 150 Ecoboost Titanium X £25795 148 143 20 1.8 i-VTEC S Navi £18245 140 137 14 1.6 CRDi 115 SE £15745 113 115 13	2.0T 250 Ecoboost ST-1 £2	22495	247 159	34	2.0 TDCi 180 Titan'm Sport AWD	£28245	177	135 22			140 13	7 13		

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AUTOCAR TOP FIVES

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Males and Model Price Ob. g./km Males and Model Males and Model Brice	Make and Model Price Bip CO ₂ g/km beurance group	Main and Model Price Bip CO ₂ g/km beurance group	Make and Model Price Bitp CO ₂ g/km	Make and Model Price Bry CO ₂ g/km Insurance group
1.6 CRDi 115 Premium £16695 113 115 13 2.0i 240 R-Sport £33090 237 179 -	KIA	2.0 Superlight £79305 237 185 -	460 F-Sport £74495 382 249 49	
TUCSON 5dr 4x4 Classy, roomy cabin, predictable 2.0i 240 Portfolio £33740 237 179 - handling, Very competitive ★★★☆ 3.0i 340 S £44995 335 194 -	PICANTO 3dr hatch Nice drive and cabin, but over- shadowed now by rivals ★★★☆	2.0 ABT Sp.line 300 £59755 296 189 -	600h L Premier £99995 389 199 50 NX 5dr hatch Some good ideas, but dramatically off the	2.0 145 SE-L Nav £21495 143 129 16 2.0 165 Sport Nav £24595 162 135 19
1.6 GDI 132 S 2WD £18695 130 147 15 2.0d 163 SE £29775 159 99 - 1.7 CRDI 116 S 2WD £20195 114 119 15 2.0d 163 Prestige £30775 161 99 -	1.0 1 £8345 65 105 2 1.0 SR7 £9845 65 105 2	LAMBORGHINI HURACÁN 2dr coupé A supercar to its bones, but the	pace to drive ★★★☆☆ 200t F Sport £38095 235 183 -	2.2D 150 SE £22295 148 108 21 2.2D 150 SE Nav £22995 148 108 21
1.6 GDI 132 SE 2WD £20.495 130 147 15 2.0d 163 R Sport £32.325 161 99 - 1.7 CRDI 116 SE 2WD £21.995 114 119 16 2.0d 163 Portfolio £32.975 161 99 -	1.25 Chilli £11495 84 106 6 PICANTO 5dr hatch Nice drive and cabin, but over-	flaws are just as obvious ★★★☆ 5.2 V10 LP 610-4 £180720 602 290 -	300h S £29495 153 116 29	2.2D 150 SE-L £23295 148 108 19 2.2D 150 SE-L Nav £23995 148 108 19
1.6 GDI 132 SE Nav 2WD £21295 130 147 16 2.0d 180 SE £30275 178 109 - 1.7 CRDI 116 SE Nav 2WD £22795 114 119 16 2.0d 180 SE AWD Auto £33825 178 109 -	shadowed now by rivals ★★★☆ 1.0 SR7 £10045 65 105 2	5.2 V10 LP 610-4 Spyder £NA 602 285 - 5.2 V10 LP 580-2 £NA 572 278 -	300h Luxury £34495 153 121 31	2.2D 150 Sport Nav £26395 148 108 21 2.2D 175 Sport Nav £26795 173 119 23
2.0 CRDi 136 SE Nav 2WD £24195 134 127 22 2.0d 180 Prestige £31275 178 109 -	1.0 1 £8545 65 105 2	AVENTADOR 2dr coupé Big, bullish and ballistic. But	300h Premier £42995 153 121 33	6 TOURER 5dr estate Attractively styled estate, but
2.0 CRDi 136 SE Nav 4WD £25825 134 139 22 2.0d 180 Prestige AWD Auto £34825 178 109 - 2.0 CRDi 185 SE Nav 4WD £26695 183 154 22 2.0d 180 R-Sport £33025 178 109 -	1.0 1 Air £9145 65 105 2 1.0 2 £10145 65 105 2	not perfect ★★★☆ 6.5 LP700-4 £260040 690 398 -	degree of economic sense ★★★☆	is average to drive ★★★☆ 2.0 165 Sport Nav £25395 162 135 19
1.7 CRDi 116 Premium 2WD £25045 114 119 13 2.0d 180 R-Sport AWD Auto £36575 178 109 - 2.0 CRDi 136 Premium 2WD £26445 134 127 19 2.0d 180 Portfolio £33675 178 109 -	1.25 2 ISG £10745 84 106 2 1.25 3 ISG £11745 84 106 2	6.5 LP700-4 Roadster £288840 690 370 - LP750-4 Superveloce £315078 740 370 -	200t Luxury £45995 235 184 -	2.2D 175 Sport Nav £27595 173 119 23 2.0 145 SE-L £21725 143 131 16
2.0 CRDi 136 Premium 4WD £28075 134 139 19 2.0d 180 Portfolio AWD Auto £37225 178 109 - 2.0 CRDi 185 Premium 4WD £28710 183 154 22 XF 4dr saloon Sublime Brit exec. Great interior and	1.25 4 ISG £12295 84 106 2 RIO 3dr hatch Looks great and well-priced, but it's well	LP750-4 Superveloce Roadster £NA 740 370 -		2.0 145 SE-L Nav £22425 143 131 16 2.2D 150 SE £23095 148 116 21
1.6 T-GDi 177 Premium 4WD £26945 175 177 19 dynamics. XFR a five-star car ★★★★ 2.0 CRDi 136 Premium SE 2WD £28345 134 127 20 2.0d 163 Portfolio £36400 161 104 33		LAND ROVER DISCOVERY 5dr 4x4 Great off and on-road ability,	450h F Sport £52995 259 127 42	2.2D 150 SE Nav £23795 148 116 21 2.2D 150 SE-L £24095 148 116 19
2.0 CRDi 136 Premium SE 4WD £29975 134 139 23 2.0d 163 R-Sport £34200 161 104 33 2.0 CRDi 185 Premium SE 4WD £30845 183 154 20 2.0d 180 R-Sport £35100 178 114 38	1.25 SR7 £11845 83 115 3 1.25 2 £12245 83 115 3	but now looking outdated ★★★☆ 3.0 SDV6 SE £41600 252 203 39	RC-F 2dr coupé An also-ran in the segment, although	2.2D 150 SE-L Nav £24795 148 116 19 2.2D 150 Sport Nav £27195 148 116 21
1.6 T-GDI 177 Premium SE 4WD £28845 175 177 19 2.0d 180 R-Sport AWD Auto £38650 178 114 38 SANTA FE 5dr 4x4 An injection of class has enhanced 2.0d 163 Prestige £32300 161 104 33		3.0 SDV6 SE Tech £47500 252 203 39 3.0 SDV6 Graphite £47495 252 203 39	naturally-aspirated V8 is easy to like ★★★☆ 5.0 V8 £59995 471 251 48	CX-3 5dr 4x4 Sporting pretensions, nicely appointed supermini SUV. Pricey ★★★☆
the Santa Fe's easygoing appeal ★★★☆☆ 2.0d 180 Prestige £32800 178 114 38 2.2 CRDi Premium 5st £31245 197 161 27 2.0d 180 Prestige AWD Auto £36350 178 114 38	1.4 CRDi 3 ISG £15545 89 98 6 CEE'D 5dr hatch Another looker from Schreyer, but	3.0 SDV6 Landmark £55995 252 203 39 3.0 SDV6 255 HSE £54500 252 203 40	5.0 V8 Carbon £67995 471 251 50	2.0 120 SE £17595 118 137 17 2.0 120 SE Nav £18195 118 137 17
2.2 CRDi Premium 7st £32445 197 161 27 2.0d 180 Portfolio £37300 178 114 40 2.2 CRDi Premium SE 7st £36095 197 161 28 2.0d 180 Portfolio AWD Auto £40850 178 114 40	dynamically forgettable ★★★☆ 1.4 98 1 £14905 98 138 7	3.0 SDV6 255 HSE Luxury £59970 252 203 41 DISCOVERY SPORT 5dr 4x4 Hugely alluring with	ELISE 2dr open Pure sports car. Great chassis and	2.0 120 SE-L £18995 118 137 15 2.0 120 SE-L Nav £19595 118 137 16
GENESIS 4dr saloon Ambitious V6-petrol saloon, but severely out of its depths ★★★☆☆ 3.0 V6 380 S £49995 296 144 44 249995 375 198 44 44	1.4 CRDi 89 1 £16195 89 109 8 1.6 CRDi 134 1 ISG £16795 134 94 11	the usual Land Rover capability ★★★☆ 2.0 TD4 E-Capability SE £31095 148 129 28	steering, low running costs ★★★☆	2.0 120 Sport Nav £20495 118 137 17 2.0 150 Sport Nav AWD £22495 148 150 19
3.8 V6 GDI RWD £31245 311 261 - XJ 4dr saloon A divine mix of dynamism and refinement, and not spacious as some ***	1.4 98 VR7 £15750 98 138 7 1.4 CRDI 89 VR7 £17040 89 109 9			1.5D 105 SE £18995 104 105 15
NFINITI 3.0 V6 R-Sport E75435 335 211 -	1.6 GDi 133 2 ISG £17795 133 124 12	2.0 TD4 SE Tech £34295 178 139 28 2.0 TD4 E-Capability HSE £35795 148 129 28		1.5D 105 SE-L £20395 104 105 13 1.5D 105 SE-L Nav £20995 104 105 14
Mercedes A-Class blueprint ★★★☆ 3.0 V6 Portfolio £73535 335 211 - 1.6t\$E £20550 120 138 - 3.0 V6 Portfolio LWB £76535 335 211 -	1.6 CRDi 134 2 ISG £18895 134 99 13	2.0 TD4 HSE	EXIGE 2dr coupé Sharp, uncompromising track car. Unforgiving on road	1.5D 105 Sport Nav
1.5d SE £21500 107 108 - 3.0D V6 Autobiography LWB £79600 296 155 49	1.6 CRDi 134 3 ISG £20695 134 99 13	2.0 TD4 HSE Luxury £41595 148 129 28	3.5 V6 S £54500 345 235 47	CX-5 5dr 4x4 Superb diesel engine , crisp handling and
2.2d SE Auto £24700 167 116 - 5.0 V8 Autobiography LWB £99350 503 264 50 1.6t Premium £21600 120 138 - 5.0 V8 XJR £91755 543 264 50	1.6 CRDi 134 4 ISG £22295 134 102 14 1.6 CRDi 134 4 Tech ISG £24295 134 102 16	2.0 TD4 HSE Dynamic Lux £46510 148 129 28 RANGE ROVER EVOQUE COUPÉ 3dr 4x4 A	3.5 V6 S Club Racer £56900 345 235 47	2.0 165 SE-L Nav £23195 162 139 15
2.2d Premium Auto £25750 167 116 - 3.0D V6 Luxury LWB £61690 296 149 48		desirable, poised and capable off-roader ★★★☆ 2.0 eD4 SE Tech 2WD £32600 148 109 29	EVORA 2dr coupé Sublime combination of pliant ride	2.0 165 Sport Nav £25695 162 139 16 2.2D 150 SE-L Nav £24995 148 119 18
2.2d Premium AWD Auto £27300 167 127 - 3.0D V6 Premium Luxury £62690 296 149 48 1.6t Premium City Black £24350 120 138 - 3.0D V6 Premium Luxury LWB £65690 296 149 48	1.6 T-GDi 201 GT £23605 201 170 26 CEE'D SPORTWAGON 5dr estate Another slightly		and sweet handling ★★★☆ 3.5 V6 400 £72000 400 225 50	
1.5d Premium City Black £25300 107 108 - 3.0D V6 Portfolio £69075 296 155 49 2.2d Premium City Black Auto £28500 167 116 - 3.0D V6 Portfolio LWB £72075 296 155 49	bigger looker, but also forgettable ★★★☆ 1.4 CRDi 89 1 £17395 89 109 8	2.0 Si4 HSE Dynamic 4WD £43400 237 181 33 2.0 Si4 HSE Dynamic Lux 4WD £48900 237 181 33		2.2D 150 SE-L Nav AWD £26995 148 136 17 2.2D 175 Sport Nav AWD £29795 173 136 21
2.2d Premium City Black AWD £30050 167 127 F-TYPE 2dr coupé Cheaper than the roadster. Gains in 1.6t City Black Edition £25410 120 138 - rigidity mean it's better too ★★★★★	1.6 CRDi 134 2 ISG £19895 134 102 13	2.0 TD4 HSE Dynamic Lux 4WD £48200 177 129 34 2.0 TD4 Autobiography 4WD £52200 177 134 34	MASERATI GHIBLI 4dr saloon Exotic saloon has allure, but is	MX-5 2dr open The old recipe – but done better. Lean, low-cost and pretty. As it should be ★★★★
1.5d City Black Edition £26360 107 108 - 3.0 V6 £51760 335 199 50 2.2d City Black Edition AWD £31110 167 127 - 3.0 V6 £60760 375 203 50	1.6 CRDi 134 3 ISG £21695 134 102 13	RANGE ROVER EVOQUE 5dr 4x4 Available in five-door form but not hugely practical ★★★☆		1.5i Sport Nav £22445 129 139 26 1.5i SE £18495 129 139 25
1.6t Premium Tech £25480 120 138 - 3.0 V6 S AWD £67405 375 211 50 1.5d Premium Tech £26430 107 108 - 3.0 V6 British Design Ed AWD £75255 375 211 50	1.6 CRDi 134 4 Tech ISG £25495 134 102 16	2.0 eD4 SE 2WD £30600 148 113 28 2.0 TD4 SE 4WD £33200 177 125 28	3.0D V6 £49160 271 158 50	1.5i SE-L £19245 129 139 25 1.5i SE-L Nav £19845 129 139 26
2.2d Premium Tech Auto £29630 167 116 - 5.0 V8 R £86810 543 255 50 2.2d Premium Tech AWD Auto £31180 167 127 - 5.0 V8 R AWD £91660 543 269 50	1.6 CRDi 134 GT-Line ISG £21795 134 102 14		QUATTROPORTE 4dr saloon Italian flair in abundance, but off the pace in other areas ★★★☆☆	1.5i Sport £21845 129 139 26 2.0i SE-L £20095 153 161 29
1.6t Prem Tech Gallery White £26600 120 138 - F-TYPE CONVERTIBLE 2dr open Serious money. 1.5d Prem Tech Gallery White £27550 107 108 - But a serious car with a likeable wild side ★★★★☆	PRO_CEE'D 3dr hatch Slightly smaller more dynamic looker, but still not one to remember ★★★☆	2.0 Si4 HSE Dynamic 4WD £43400 237 181 39	3.8 V8 GTS £109635 523 250 50	2.0i SE-L Nav £20695 153 161 29 2.0i Sport £22695 153 161 29
2.2d Prem Tech Gallery White £30750 167 116 - 3.0 V6 £57245 335 199 50 2.2d Prem Tech AWD G White £32300 167 127 - 3.0 V6 £66245 375 203 50	1.4 98 SR7 £15250 98 138 8 1.6 GDi 133 2 ISG £17295 133 124 13	2.0 Si4 HSE Dynamic Lux 4WD £48900 237 181 39	3.0D V6 £69235 271 163 50 GRANTURISMO 2dr coupé Fantastic looks and	2.0i Sport Nav £23295 153 161 29 2.0i Sport Recaro £24295 153 161 29
1.6t Premium Tech Café Teak £25930 120 138 - 3.0 V6 S AWD £72890 375 211 50 1.5d Premium Tech Café Teak £26880 107 108 - 3.0 V6 British Design Ed AWD £80390 375 211 50	1.0 T-GDi 98 2 ISG £17745 98 113 9 1.6 CRDi 134 2 ISG £18395 134 99 13	2.0 TD4 Autobiography 4WD £52200 177 134 28 RANGE ROVER EVOQUE CONVERTIBLE		MCLAREN
2.2d Prem Tech Café Teak £30080 167 116 - 5.0 V8 R £92295 543 255 50 2.2d Prem Tech AWD Café Teak £31630 167 127 - 5.0 V8 R AWD £97145 543 269 50	1.0 T-GDi 118 GT-Line ISG £19720 118 115 12 1.6 CRDi 134 GT-Line ISG £20295 134 102 14		4.7 V8 MC Stradale £110745 453 360 50	650S 2dr coupé Extraordinary pace and handling. The car the 12C should have been ★★★★
2.0t Sport AWD Auto £31930 208 156 - F-PACE 5dr 4x4 Luxury Jaguar SUV ticks all the boxes 1.5d Sport £26180 107 108 - for refinement, handling and ease of use ★★★★	SOUL 5dr hatch Looks divide opinion. Better value	2.0 Si4 HSE Dyn Convertible £48200 236 125 - 2.0 TD4 HSE Dyn Lux Conv £51700 177 113 -	4.7 V8 MC Centennial Edition £119465 453 360 50 GRANCABRIO 2dr open Fantastic looks and	650S SPIDER 2dr open More of the same although
2.2d Sport Auto £29380 167 116 - 2.0d 180 Prestige £34170 177 129 2.2d Sport AWD Auto £30930 167 127 - 2.0d 180 Prestige AWD £36110 177 134	now, but still hardly the best option ★★★☆ EV 81kW £29995 107 0 19	2.0 Si4 HSE Dyn Lux Conv £52400 236 125 - RANGE ROVER 5dr 4x4 Envelopes you in luxury no		noisier – and better for it ★★★★ 3.8 V8 £215250 641 275 50
2.0t Sport City Black AWD Auto		5.0 V8 Autobiography £103350 503 299 50	4.7 V8 Sport £104545 453 337 50 4.7 V8 MC Stradale £112380 453 337 50	570S 2dr coupé A supercar-slayer for a new age. Blisteringly fast and exciting ★★★★
	1.6 CRDi Connect £16600 126 132 9	5.0 V8 Autobiography LWB £111050 503 299 50 5.0 V8 SVAutobiography £149800 543 299 50	4.7 V8 MC Centennial Edition £125045 453 337 50	3.8 V8 £143250 562 249 50 540C 2dr coupé The affordable end of McLaren's
1.6t Business Executive £24130 120 138 - 3.0d V6 300 S AWD Auto £51450 296 159 1.5d Business Executive £25080 107 108 - 3.0d V6 300 First Edition AWD £65275 296 159 - 2.0d V6 300 First Edition AWD £65275 296 159	1.6 CRDi Mixx £19950 126 132 10		2 5dr hatch A well-made supermini, which drives with	spectrum ★★★☆ 3.8 V8 £126000 533 249 50
2.2d Business Executive Auto £28280 167 116 - 3.0 V6 380 S AWD Auto £51450 375 209 - 050 4dr saloon Credible compact saloon competition with some new louches	OPTIMA 4dr saloon Looks the part, but is well off the	3.0 TDV6 Autobiography £92450 255 182 50		MERCEDES-BENZ
2.2d SE £28950 168 114 29 RENEGADE 5dr 4x4 Middling compact crossover with		3.0 TDV6 SVAutobiography LWB £160500 349 164 50 3.0 SDV6 Hybrid Autobiography £103350 349 164 50	1.5 90 SE-L £13995 89 105 15	A-CLASS 5dr hatch Desirability on message; ride quality seriously off-piste ★★★☆
2.2d SE Auto £30500 168 119 29 chunky looks but no obvious charm ★★★☆ 2.2d Premium £31350 168 114 30 1.6 E-Torg Sport £17295 109 141	1.7 CRDi 3 ISG £25795 134 128 20		1.5 90 Sport £14995 89 105 16	A180 Sport £22005 121 131 17
2.0t Premium Auto £33050 208 146 33 1.6 E-Torq Longitude £19195 109 141 -		4.4 SDV8 Vogue SE £89750 335 219 50 4.4 SDV8 Autobiography £99450 335 219 50	1.5 90 Sport Black £15595 89 105 16	A200 Sport £23715 154 132 21
2.2d Premium Tech Auto £39400 168 119 30 1.4 Multiair II Longitude £20395 138 140 2.0t Premium Tech Auto £39550 208 146 35 1.4 Multiair II Longitude DDCT £21795 138 137	1.4 89 1 Air ISG £12795 89 130 8	4.4 SDV8 Autobiography LWB £107150 335 219 50 4.4 SDV8 SVAutobiography LWB £156900 335 219 50	1.5D 105 SE-L £15995 104 89 15	A250 AMG Line £28995 215 158 27
2.2d Sport £33720 168 118 30 1.6 Multijet II Longitude £20895 108 115 2.2d Sport Auto £35270 168 123 30 2.0 Multijet II Longitude 4WD £23395 138 134	1.4 89 2 ISG £13895 89 130 9	RANGE ROVER SPORT 5dr 4x4 Just the right kind of dynamic twist. Brilliant ★★★★	1.5D 105 Sport £16995 104 89 15	A45 AMG 4MATIC £39995 375 162 41
2.0t Sport Auto £35420 208 151 36 1.4 Multiair II Limited £22995 138 140 3.5 V6 Hybrid Sport Auto £40700 359 144 40 1.4 Multiair II Limited DDCT £24395 138 137	1.6 123 4 ISG £17285 123 139 13		3 5dr hatch Refined, well-priced family choice.	A45 AMG Petronas 2015 WC Ed
3.5 V6 Hybrid Sport Auto AWD	1.4 CRDi 89 SR7 £14895 89 115 10	3.0 SDV6 HSE Dynamic £67900 302 185 43		
3.5 V6 Hybrid Sport Tech Auto	1.6 CRDi 114 4 ISG £18570 114 115 15	3.0 SDV6 A'biography Dynamic £78600 302 185 45 SDV6 Hybrid A'graphy Dynamic £85100 349 164 45	2.0 120 SE £17395 119 119 17	A200d Sport £24210 134 111 17
O70 4dr saloon Pleasant, well-equipped big saloon, but 2.0 Multijet II Trailhawk £28595 168 151 - Daimler diesel engines can be coarse ★★☆☆ WRANGLER 3dr 4x4 Heavy-duty off roader lacks	class leader ★★★☆☆	4.4 SDV8 A'biography Dynamic £85100 335 219 47	2.0 120 SE-L £18895 118 119 18	A220d AMG Line £28385 174 107 22
2.2d Premium £33400 168 124 45 on-road manners ★★☆☆ 3.5 V6 Hybrid Premium £43250 359 145 45 3.6 V6 Sahara £30240 280 263	1.6 GDi SR7 ISG £19295 133 149 13	CT 5dr hatch Makes sense only as a company car.	2.0 120 Sport Nav £20445 118 119 18	A220d Motorsport Edition £31635 174 107 23 A220d AMG Line 4Matic £29885 174 124 21
2.2d Premium Tech £37500 168 124 45 3.6 V6 Overland £32390 280 263 3.5 V6 Premium Tech £47350 359 145 46 3.6 V6 Rubicon £31140 280 270	1.7 CRDi 114 1 ISG £19590 114 120 12		1.5D 105 SE £18895 104 99 -	A220d Motorsport Edit 4Matic £33135 174 124 23 B-CLASS 5dr hatch A slightly odd prospect, but
2.2d Sport £36600 168 128 46 WRANGLER 5dr 4x4 Heavy-duty and large off roade is rather cumbersome 2.2d Sport Tech £38950 168 128 46 is rather cumbersome ★★☆☆	1.7 CRDi 114 2 ISG £20995 114 120 12	200h Advance £24245 134 94 19	1.5D 105 SE-L £20395 104 99 -	practical and classy ★★★☆ B180 SE £21825 120 129 19
3.7 V6 Sport Tech £44850 315 249 46 3.6 V6 Sahara £31910 280 273 - QX50 5dr 4x4 Focused on-road SUV. Drives well, very 3.6 V6 Overland £34060 280 273 -	1.7 CRDi 134 4 ISG £25650 139 132 17	200h Sport £25495 134 94 20	1.5D 105 Sport Nav £21945 104 99 -	B180 Sport £22950 120 132 19 B180 AMG Line £24245 120 132 19
3.7 V6 0X GT £38445 315 265 44 CHEROKEE 5dr 4x4 Hamstrung by poor UK spec.	SPORTAGE 5dr 4x4 Good ride, handling and usability. Looks decent and well-priced too ★★★☆☆	200h Premier £29745 134 94 21	2.2D 150 SE Nav £20345 148 107 24	B200 Sport £24475 154 132 22
3.7 V6 OX 6T Premium £42580 315 265 45 Uninspiring, but roomy and practical ★★★☆☆ 3.0d £34490 235 224 43 2.0d Longitude £26095 138 139 -	1.7 CRDi 114 1 £19100 114 135 12	IS 4dr saloon Sleek junior exec, well made and interesting. Still a left-field choice ★★★☆☆	2.2D 150 SE-L Nav £21845 148 107 24	B180d SE £22900 107 104 15
3.0d GT Premium £42045 235 224 44 2.2d Longitude 4WD £30845 182 150 -		200t F Sport £31495 241 167 -		B180d AMG Line £25190 107 107 15
the X5 or Land Rovers ★★☆☆ 2.0d Longitude + 4WD £30295 138 139 -	1.7 CRDi 114 2 ISG £21200 114 135 13 2.0 CRDi 134 KX-2 AWD £23600 134 156 17	300h SE £28995 220 97 31	2.0 120 SE £17395 119 119 17	
3.7 V6 GT £43250 315 282 49 2.0d Limited £31795 138 139 -	1.7 CRDi 114 Axis Edition ISG £22395 114 135 12		2.0 120 SE-L £18895 118 119 18	B220d Sport £27850 174 108 24
	2.0 CRDi 134 KX-3 AWD £25500 134 156 17	300h Advance £31495 220 104 31	2.0 120 Sport Nav £20445 118 119 18	B220d Sport 4Matic £29350 174 130 23
	2.0 CRDi 181 KX-4 AWD £28200 181 156 22	300h Premier £36750 220 110 33	1.5D 105 SE Nav £19495 104 99 -	B220d AMG Line 4Matic £30645 174 130 23 28kWh Electric Drive Sport £32275 176 0 15
3.7 V6 S Premium £49800 315 293 49 GRAND CHEROKEE 5dr 4x4 The best Jeep.	SORENTO 5dr 4x4 Kia's attempt to go upmarket, with a smart-looking and well appointed SUV $\star \star \star \star \star$	but outstanding refinement ★★★☆☆	1.5D 105 SE-L Nav £20995 104 99 -	28kWh Elec Drive Electric Art £32570 176 0 15 CLA 4dr saloon Attractive from some angles, unappeal-
5.0 V8 S Premium £54750 385 316 49 Comfortable and well-equipped ★★★☆☆ 3.0d Ultimate £52280 235 225 49 3.0 V6 190 CRD Laredo £38895 188 198 36		300h Luxury £37495 178 113 32	2.2D 150 SE £19745 148 107 23	
	2.2 CRDi KX-3 ISG £35015 197 161 26 2.2 CRDi KX-4 ISG Auto £40000 197 177 28	300h Premier £43745 179 113 33	2.2D 150 SE-L £21245 148 107 24	CLA 250 AMG £32130 215 156 23
JAGUAR 3.0 V6 CRD Overland £48195 247 198 41 XE 4dr saloon 8aby Jag is a poised and engaging drive, 3.0 V6 CRD Summit £51995 247 198 41 VEX. DEVIATION OF THE PROPERTY O	KTM V DOW Ode unknown Facentria lacks chare handling	450h Luxury £45495 288 141 42 450h F Sport £51495 288 145 42	2.2D 150 Sport Nav £22795 148 107 24	CLA45 AMG £42660 375 171 45
but not as roomy as some ★★★★ 6.4 V8 SRT £65995 461 327 50 2.01 200 SE £26990 197 179 - 2.01 200 Prestige £27990 197 179 -	X-BOW Odr unknown Eccentric looks, sharp handling. Expensive ★★★☆ 2.0 Street £49980 237 185 -	LS 4dr saloon Uninspiring luxury barge with a huge kit	6 4dr saloon A compelling mix of size, economy and performance. Interior a letdown ★★★☆ 2.0 145 SE £19795 143 129 18	CLA 200d Sport £27200 134 109 27 CLA 200d AMG Sport £29400 134 109 29 CLA 220d Sport £30080 175 109 27
2.01 200 Prestige £21990 197 179 - 2.01 200 R-Sport £29740 197 179 -	2.0 Clubsport £49980 237 185 -			

Make and Model Price Bhp CO.2 g/km Insurance group	Make and Model Price Bhp CO ₂ g/km Insurance group	Make and Model Price Bhp CO ₂ g/km Insurance group	Make and Model Price Bhp CO ₂ g/km Insurance group	Make and Model Price Bhp CO ₂ g/km Insurance group	Make and Model Price Bhp CO ₂ g/km Insurance group
CLA 220d OrangeArt £34280 175 109 28 CLA 220d Sport 4Matic £31580 175 123 29	CLS 4dr saloon Saloon-like practicality, coupé-like rewards ★★★☆	2.0 S Cooper £18840 189 133 26 1.5 D One £15075 94 89 11	JUKE 5dr hatch High-riding, funky hatch is a compelling package. High CO2 ★★★☆	108 5dr hatch Five-door version is less appealing than its Citroën and Toyota siblings ★★★☆	3008 5dr MPV Good handling and flexible cabin. Split tailgate a useful touch ★★★☆
	CLS63 AMG S £86510 576 230 48	2.0 SD Cooper £19635 168 106 23	1.2 DIG-T N-Connecta £17150 113 130 12	1.0 Active £9995 68 95 6 1.0 Active Top £10995 68 95 7	1.2 PureTech 130 Active £20045 129 115 20 1.6 BlueHDi 120 Active £21145 118 108 21
CLA SHOOTING BRAKE 5dr estate Attractive from some angles ★★★☆	CLS350d AMG Line £50695 254 142 44	2.0 John Cooper Works £23050 228 155 - 5DR HATCH 5dr hatch Mini charm in a more usable	1.6 Visia £13930 93 138 12	1.2 PureTech Allure £11495 81 99 11 1.2 PureTech Allure Top £12495 81 99 11	1.6 BlueHDi 150 Active £22345 148 106 25 1.2 PureTech 130 Allure £21995 129 120 19
			1.6 DIG-T 190 Tekna £19710 187 139 21	1.2 PureTech Feline £12345 81 99 11 1.2 PureTech Roland Garros Top £12895 81 99 11	1.6 BlueHDi 120 Allure £23095 118 108 20 1.6 BlueHDi 150 Allure £24295 148 109 24
CLA45 AMG £43510 375 171 45	CLS220d AMG Line £48080 174 132 37		1.6 DIG-T 218 Nismo RS £21995 215 - 21 1.5 dCi Visia £15830 109 107 13 1.5 dCi Acenta £17025 109 107 13	208 3dr hatch Big improvement for Peugeot, if not the supermini class ★★★☆ 1.0 PureTech Access A/C £11695 67 102 5	5008 5dr MPV Ageing MPV, but still offers a slicker and engaging driving experience ★★★☆ 1.2 PureTech 130 Active £21995 129 124 18
CLA 200d AMG Sport £29500 134 111 24 CLA 220d Sport £30930 175 108 27	GLA 5dr 4x4 Not the most practical crossover, but good looking and very decent to drive ★★★☆☆	1.5 D Cooper £17235 114 95 15	1.5 dCi N-Connecta £18545 109 107 13	1.6 Blue HDi Access A/C £13845 74 90 6	1.6 BlueHDi 120 Active £23095 118 113 19 1.6 BlueHDi 150 Active £24295 148 108 24
CLA 220d AMG Sport £33130 175 108 28 CLA 220d OrangeArt £35130 175 108 30		PACEMAN 3dr coupé Two-door Countryman a Mini too far for us. Tough to like ★★★☆	NOTE 5dr hatch It lacks a bit of verve, but objectively the Note is entirely fit for purpose ★★★☆		1.6 BlueHDi 120 Allure £24895 118 115 18 1.6 BlueHDi 150 Allure £26095 148 110 23
CLA 220d Sport 4Matic £32430 175 126 27 CLA 220d AMG Sport 4Matic £34630 175 126 28	GLA200d Sport 4Matic £30335 134 130 -		1.2 Visia Limited Edition £9995 79 109 6	1.6 Blue HDi Active S&S £14845 74 79 8 1.2 PureTech Allure £14195 81 104 8	RCZ 2dr coupé Classy, interesting, fun coupé. Peugeot's qot its mojo back ★★★☆
CLA 220d OrangeArt 4Matic £36630 175 126 30 C-CLASS COUPÉ 2dr coupé Nice balance of style,		1.6T Cooper S £22485 181 139 30	1.2 Acenta £13675 79 109 6	1.2 PureTech Allure S&S £15495 108 99 11	1.6 THP 156 Sport £22350 154 149 27 1.6 THP 156 GT £24750 154 149 28
usability and driver reward ★★★☆ C220d Sport £33645 168 106	GLA250 Sport 4Matic £31450 208 153 - GLA250 AMG Line 4Matic £32450 208 153 -	1.6T John Cooper Works £29575 208 165 34	1.2 Acenta Premium £14615 79 109 6	1.6 Blue HDi Allure S&S £16045 74 79 8 1.6 Blue HDi Allure £16445 97 90 8	1.6 THP 200 GT £27150 197 150 34 1.6 THP 200 GT Line £27500 197 150 34
C220d AMG Line £34960 168 113 - C250d Sport £36120 202 109 -	GLA45 AMG £44855 375 172 - GLC 5dr 4x4 The impressive GLC rides better and is	1.6D Cooper D £20345 110 111 15 2.0D Cooper SD £23205 141 119 20		1.2 PureTech GT Line S&S £16095 108 99 11 1.6 Blue HDi GT Line £17045 77 90 8	1.6 THP 270 R £32250 266 145 42 2.0 HDi 163 Sport £24200 161 130 29
C250d AMG Line £37615 202 112 - C200 Sport £33515 182 123 -	more economical than the BMW X3 ★★★☆ GLC220d SE £34950 167 129 32	2.0D Cooper SD ALL4 £24425 141 126 19 COUNTRYMAN 5dr 4x4 Big, but still more funky		1.6 Blue HDi GT Line S&S £17645 118 94 8 1.6 THP GTI £19145 205 125 30	2.0 HDi 163 GT £26600 161 130 30 PARTNER TEPEE 5dr MPV Likeable, practical
C200 AMG Line £33515 182 132 - C300 Sport £35460 241 146 -	GLC220d AMG Line £38440 167 129 34	than useful ★★★☆☆ 1.6 One 2WD £17105 97 134 12		1.6 THP GTI Prestige £19995 205 125 30 1.6 THP GTI Prestige by PS £21995 205 125 30	van-based MPV ★★☆☆ 1.6 VTi 98 Active £14885 96 148 10
C300 AMG Line £36990 241 154 - C63 AMG £61160 469 200 -	GLC250d Sport £38100 201 129 39		1.5 dCi Acenta Style £16175 89 93 8	208 5dr hatch Big improvement for Peugeot, but still an ordinary car overall ★★★☆	1.6 BlueHDi 75 Active £15685 74 113 12 1.6 BlueHDi 100 Active £16435 98 109 14
C63 S AMG £68070 503 200 - C63 Edition 1 AMG £76900 503 200 -	GLE 5dr 4x4 The ML replacement isn't an inspiring drive	1.6T Cooper S ALL4 4WD £23240 181 148 28		1.0 PureTech Access A/C £12295 67 102 5 1.6 Blue HDi Access A/C £14445 74 90 6	1.6 BlueHDi 100 Allure £18595 98 109 15 1.6 BlueHDi 120 Allure £19245 118 115 17
increase appeal; engines not so good ★★★★☆		1.6 Cooper Park Lane 2WD £22100 120 137 16 1.6 Cooper Park Lane ALL4 4WD £23065 120 156 16	LEAF 5dr hatch Comfortable and still the cheapest way	1.0 PureTech Active £13095 67 102 6 1.2 PureTech Active £13595 81 104 8	PORSCHE
C200d Sport £31375 134 101 25	GLE350d AMG Line £56280 254 179 45	1.6T Cooper S Park Lane 2WD £25065 181 139 30 1.6T Cooper S Park Lane ALL4 £26065 181 148 28		1.6 Blue HDi Active £15245 74 90 8 1.6 Blue HDi Active S&S £15445 74 79 8 1.2 Burg Tech Allura \$1,4705 91 104 9	BOXSTER 2dr open Honed, toned and cosmetically enhanced. Scarily brilliant
C220d SE £30175 168 103 30	GLE450 AMG £58390 362 199 -	1.6T John Cooper Works £28985 215 165 33 1.6D Cooper 2WD £19885 110 111 18 1.6D Cooper ALIA 4WD £21065 110 123 16	80kw Visia + £27590 107 0 23		2.7 Black Edition £46164 261 195 40
C220d AMG Line £33665 168 108 31		1.6D Cooper ALL4 4WD £21055 110 123 16 2.0D Cooper SD 2WD £22725 141 119 20 2.0D Cooper SD ALL4 4WD £23945 141 126 20		1.6 Blue HDi Allure S&S £16645 74 79 8	3.4 \$ £47858 311 211 43 3.4 GTS £53872 326 211 44 3.8 Spyder £60459 370 230 44
		1.6D Cooper Park Lane 2WD £23315 110 111 18	1.2 DIG-T 115 Visia £15995 114 117 10	1.6 Blue HDi Allure £17045 97 90 8 1.2 PureTech GT Line S&S £16695 108 99 11 1.6 Blue HDi GT Line £17645 77 90 8	3.8 Spyder £60459 370 230 44 CAYMAN 2dr coupé Roof seals the deal. A five-star car by any measure ★★★★★
C300h SE £35440 227 94 36	be outrun by the X6 ★★★☆			1.6 Blue HDi GT Line S&S £18245 118 94 8 308 5dr hatch Classy all-round appeal makes it a	
C300h AMG Line £38930 227 100 37	GLE350d designo Line £69975 254 187 46 GLE450 AMG £62800 362 209 47	CONVERTIBLE 2dr open Open-top fun, but compromised on practicality and dynamics ***	1.6 DIG-T 190 Acenta £19945 188 134 21	serious contender. Bit tight on space *** 1.2 PureTech 82 Access £14995 81 114 9	3.4 S £48783 320 211 41
C200 Sport £29660 181 123 31	GLE450 AMG designo Line £72095 362 209 48	1.5 Cooper £18475 134 114 -	1.6 DIG-T 190 Tekna £22845 188 134 21	1.2 PureTech 110 Active £18145 108 105 12 1.2 PureTech 110 Allure £19145 108 107 13	
C350e Sport £38270 289 48 38 C63 AMG £60060 469 192 47	G-CLASS 5dr 4x4 Massively expensive and compromised, but with character to spare ★★★☆☆	2.0 S Cooper £22430 189 139 -	1.5 dCi 110 Acenta £19545 109 94 11	1.2 PureTech 130 Active £18695 128 107 14 1.2 PureTech 130 Allure £19895 128 110 15	worthy of its iconic status $\star\star\star\star\star$ Carrera £76412 365 190 46
	G350d BlueTec £87795 241 261 - G63 AMG £131675 563 322 -	CLUBMAN 5dr hatchback Cheery, usable and likeable 'six-door' Mini ★★★☆		1.2 PureTech 130 GT Line £21445 128 110 15 1.6 THP 205 GT £24095 202 130 26	Carrera 4 £81398 365 201 46 Carrera S £85857 404 199 47
and fantastic interior. Only okay to drive ★★★☆ C200d SE £30580 134 109 24		1.5 Cooper £19965 134 118 - 1.5 D Cooper £22245 148 109 -	update of the first. The crossover to beat ★★★★ 1.6 dCi 130 Tekna 4WD £28910 128 133 19	1.6 Blue HDi 100 Access £17145 97 99 16 1.6 Blue HDi 100 Active £18845 97 94 16	Carrera 4S £90843 404 204 48 Carrera GTS £91098 424 223 48
C200d Sport £32575 134 111 25 C200d AMG Line £34070 134 117 25	size. Nice cabin, too ★★★☆ GL350d BlueTec AMG Sport £61655 254 205 49		1.2 DIG-T 115 Acenta £20130 113 133 14	1.6 Blue HDi 120 Active £19845 118 82 19 1.6 Blue HDi 120 Allure £21045 118 84 21	Carrera 4 GTS £95862 424 233 48 Turbo £126925 532 212 48
C220d SE £31375 168 108 30 C220d Sport £33370 168 108 31	GLS 5dr 4x4 The impending replacement for the		1.2 DIG-T 115 N-Connecta £22110 113 133 14	1.6 Blue HDi 120 GT Line £22595 118 98 21 2.0 Blue HDi 150 Allure £21945 148 97 25	Turbo S £145773 573 212 48 GT3 £100540 469 289 48
C250d SE £34030 201 117 36	GL-Class ★★★☆ GLS350d AMG Line £69100 254 199 -	MITSUBISHI	1.6 DIG-T 163 N-Connecta £23200 161 138 14	2.0 Blue HDi 150 GT Line £23495 148 97 26 2.0 Blue HDi 180 GT Auto £25945 178 103 29	911 CABRIOLET 2dr open The best Porsche doesn't lose any of its charm without its roof *****
	GLS63 AMG £102330 576 288 -	15dr hatch Electric city transport. Fun, quirky but	1.5 dCi 110 Visia £20295 109 103 17	1.6 THP 250 GTi by PS £26555 246 139 34 1.6 THP 270 GTi by PS £28155 268 139 34	Carrera £85253 365 195 49 Carrera S £94698 414 202 50
C300h AMG Line £40130 227 104 37	SLC 2dr open Another small convertible edition added with all the Mercedes charm ★★★☆ SLC250d Sport £32995 201 114 -	MIEV Keiko £28499 66 0 27 MIRAGE 5dr hatch Straightforward hatchback. Not for the likes of us ★★☆☆	1.5 dCi 110 Acenta Premium £23730 109 103 17	308 SW 5dr estate Available in estate form and enjoys the classy appeal of the hatch ★★★☆ 1.2 PureTech 110 Access £17345 108 99 13	Carrera 4 £90240 365 206 49 Carrera 4S £99684 414 208 50 Targa 4 £90240 365 206 49
	SLC250d AMG Line £36995 201 114 -	1.2 Attivo £10998 79 100 18	1.5 dCi 110 Tekna £25830 109 103 15	1.2 PureTech 110 Active £19045 108 99 13 1.2 PureTech 110 Allure £20045 108 111 13	Targa 4S £99684 414 208 50 Carrera GTS £99602 424 228 50
C350e Sport £39470 289 49 38 C63 AMG £61260 469 196 47	SLC200 AMG Line £34495 181 150 -	ASX 5dr hatch Decent engine, but otherwise unexceptional crossover ★★★☆☆	1.6 dCi 130 Acenta Prem 4WD £26680 128 133 19 1.6 dCi 130 N-Connecta 4WD 17" £26680 128 133 19	1.2 PureTech 130 Active £19595 128 106 14	Carrera 4 GTS £104385 424 235 50
C63 S AMG £68010 503 196 48 E-CLASS 4dr saloon A refined Mercedes, but its	SLC43 AMG £46355 362 178 -		1.6 dCi 130 N-Connecta 4WD 18" £26810 128 133 19	1.2 PureTech 130 GT Line £22345 128 111 15	Turbo £130148 532 216 50
pricey, less sporting than its rivals ★★★☆ E220 BlueTec SE £34870 174 114 33	all-weather roadster ★★★☆☆	1.6d ZC-M 2WD £19499 112 119 19 1.6d ZC-H 4WD £23499 112 139 19	X-TRAIL 5dr 4x4 Cheap route into the seven-seat SUV world, lacks in the power and 4x4 stakes ★★★☆	1.6 BlueHDi 100 Active £19745 97 94 16	918 SPYDER 2dr open Porsche's hybrid hypercar. A rare and hugely fast new five-star model ★ ★ ★ ★
E220 BlueTec AMG Night Edition £37565 174 121 33 E350 BlueTec AMG Night Edition £42010 254 136 42	SLK200 AMG Sport £34715 181 150 43	SHOGUN 5dr 4x4 Has its appeal. Needs more chassis	1.6 dCi Visia 2WD 5st £23455 128 133 19	1.6 Blue HDi 120 GT Line £23495 118 102 22	MACAN 5dr 4x4 Spookily good handling. A sports
E250 SE £36070 208 138 36 E250 AMG Night Edition £38765 208 138 37	SLK55 AMG £55350 415 195 48		1.2 DIG-T 163 Acenta 2WD 5st £23795 161 145 19	2.0 BlueHDi 150 GT Line £24395 148 97 26	
E63 S AMG £84720 576 235 48		3.2 Di-DC SG4 auto £37299 187 245 34	1.6 dCi Acenta 2WD 5st £25255 128 133 19	2.0 BlueHDi 180 GT Auto £26845 178 107 29 508 4dr saloon Competent and likeable package,	3.0 V6 GTS £55188 355 215 40
	SL400 Mille Miglia 417 Edition £85335 329 179 50	OUTLANDER 5dr 4x4 Practical and efficient, but still feels cheap in places ★★★☆	1.6 dCi Acenta 2WD 7st £26155 128 133 19		3.6 V6 Turbo £62540 394 216 44 3.0 V6 \$ Diesel £45942 255 164 39
E350d AMG Line £47425 254 144 -		2.0 PHEV GX3h+ £35249 119 42 26		1.6 BlueHDi 120 Allure £24595 118 103 26	PANAMERA 5dr hatch Technically brilliant and with a great cabin. Soulless though ★★★★☆ 3.0 V6 S £82439 414 207 46
E-CLASS ESTATE 5dr estate Hugely practical, but the diesel engines are sluggish ★★★☆ E220 BlueTec SE £36660 174 124 36	\$1500 AMG Line \$82850 449 205 50 \$1500 AMG Sport \$83130 449 212 50 \$1500 Mille Miglia 417 Edition \$95335 449 212 50	2.0 PHEV GX4hs £40054 119 42 24	1.6 dCi N-Tec 2WD 5st £28035 128 133 19	2.0 BlueHDi 150 Allure £25795 148 101 30 2.0 BlueHDi Hybrid4 Allure £32145 197 95 36 1.6 BlueHDi 120 GT Line £25595 118 103 28	3.0 V6 4S £86080 414 211 46
E220 BlueTec AMG Night Edition £39355 174 130 37 E350 BlueTec AMG Night Edition £43815 254 143 42	SL63 AMG £114100 575 234 50	2.2 DI-D GX3 4WD £27599 147 139 23	1.6 dCi N-Tec 2WD 7st £28935 128 133 19	2.0 BlueHDi 150 GT Line £26795 148 101 31 2.0 BlueHDi 180 GT Auto £30345 177 110 32	3.6 V6 PDK £63913 306 199 46
E250 SE £37875 208 147 36			1.2 DIG-T 163 Tekna 2WD 5st £28445 161 145 19 1.2 DIG-T 163 Tekna 2WD 7st £29345 161 145 19	508 SW 5dr estate As good as saloon, only better	4.8 V8 GTS PDK £93391 435 239 50 4.8 V8 Turbo PDK £108006 512 242 50
E63 AMG £76515 549 237 47 E63 S AMG £86510 576 237 48	4.0 V8 £97200 456 216 50	3 WHEELER Odr open Eccentric and brilliant Morgan, a testament to British creativityl ★★★★★	1.6 dCi Tekna 2WD 5st £30035 128 133 19 1.6 dCi Tekna 4WD 5st £31820 128 139 20	1.6 BlueHDi 120 Active £23695 118 104 25	
E-CLASS COUPÉ 2dr coupé A return to the old Merc qualities. Refined and relaxing ★★★★☆	V-CLASS 5dr MPV Expensively appointed mini bus. With matching price tag ★★★☆	1.9 115 Sport £31140 82 215 - 1.9 115 Superdry £34995 82 -	1.6 dCi Tekna 2WD 7st £30935 128 133 19	1.6 BlueHDi 120 Allure £25995 118 104 26	fun. V8 diesel adds good variety ★★★☆
E200 AMG Line Edition £38635 181 145 36 E400 AMG Line Edition £46425 328 168 43	V220d Sport £45485 161 163 33			1.6 BlueHDi 120 GT Line £26995 118 104 28 2.0 BlueHDi 150 GT Line £28195 148 102 31	
E220d AMG Line Edition £39310 174 128 35 E350d AMG Line Edition £42640 254 142 44	V220d Extra Long SE £44525 161 163 33	PLUS 4 2dr open Has its appeal. Needs more chassis		2.0 BlueHDi 180 RXH Auto £30895 177 119 32	4.8 V8 Turbo £93574 512 261 50
E-CLASS CABRIOLET 2dr open Refined and sophisticated four-seat cabriolet ★★★☆	V250d SE £44665 187 166 32		GT-R 2dr coupé Now a blunt tool compared to sharper,	2.0 BlueHDi Hybrid4 RXH Auto £35845 197 109 37 2008 5dr hatch Efficient and well-mannered but short	3.0 V6 Diesel £50441 258 179 45
E200 AMG Line Edition £42040 181 153 39 E400 AMG Line Edition £49795 328 173 45	V250d Long Sport £49840 187 166 -	ROADSTER 2dr open More advanced, but pricey and	more charismatic rivals ★★★☆ 3.8 V6 MY15 £78030 523 275 50	on space and style ★★★☆ 1.2 PureTech 82 Access A/C £13195 81 114 11	4.2 V8 S Diesel £62099 380 209 50 PROTON
	V250d Extra Long SE £46200 187 166 36 V250d Extra Long Sport £48695 187 166 38	3.7 V6 4 Seater £55140 280 240 -	3.8 V6 Track Edition £88560 523 275 50 3.8 V6 Nismo £125000 591 275 50	1.2 PureTech 82 Allure £15595 81 114 11	SAVVY 5dr hatch Compromise in quality isn't worth
S-CLASS COUPÉ 2dr coupé Heavyweight contender. Continent smothering luxury ★★★☆ S500 AMG Line £96195 449 197 50	MG 3 5dr hatch Neatly tuned and nice sporty style. Breaks	3.7 V6 £48000 280 240 - PLUS 8 2dr open Old V8 charm lives on, but requires oodles of cash ★★☆☆		1.2 PureTech 110 Urban Cross £16495 108 103 18 1.2 PureTech 110 Allure £16895 108 103 18 1.2 P'Tech 110 Feline Calima £18295 108 103 19	
	the mould of sub-£9000 superminis ★★★☆☆	4.8 V8 £73494 367 282 -	Outrageous pace and handling ★★★☆☆	1.2 P Tech 110 Feline Calima £18295 108 103 19 1.2 P Tech 110 Feline Mistral £18595 108 103 19 1.2 PureTech 130 Allure £17295 128 110 21	unjustifiable ★★☆☆☆
S-CLASS 4dr saloon Still the best luxury car in the real world. Calm, advanced, rewarding ***	1.5 3Form £9299 105 136 4	NISSAN MICRA 5dr hatch Low running costs but below average		1.2 P'Tech 130 Feline Calima £18695 128 110 21 1.2 P'Tech 130 Feline Mistral £18995 128 110 21	
S300h AMG Line L £73375 228 120 47	1.5 3Style £9999 105 136 4	overall	ION 5dr hatch Good electric powertrain, comically expensive ★★☆☆	1.6 BlueHDi 75 Access A/C £14845 74 97 15 1.6 BlueHDi 75 Active £15945 74 97 15	only available with one engine and trim★☆☆☆☆
\$350d RMG Line L £67995 254 141 49 \$350d AMG Line L £71995 254 148 50	running costs ★★★☆☆	1.2 Vibe £8995 79 115 7	47kW £16995 63 0 28 108 3dr hatch Sister car to the Aygo. And distant	1.6 BlueHDi 100 Active £16545 98 97 19 1.6 BlueHDi 100 Urban Cross £17645 98 97 19	GEN-2 HATCH 5dr hatch Hugely disappointing
\$400h SE Line L £72020 328 154 49 \$400h AMG Line L £75980 328 161 49	1.9 DTi Diesel TS £16195 148 119 17	1.2 DIG-S Acenta £12715 97 99 10	second to most city car rivals 1.0 Access £8345 67 95 6	1.6 BlueHDi 100 Allure £18045 98 97 19 1.6 BlueHDi 120 Allure £18645 118 96 22	1.3 GLS £9195 94 164 10
\$500e3 AMG Line L £89290 442 65 50 \$500 AMG Line L £89640 449 196 50	MINI	1.2 DIG-S Acenta Connect £13215 97 95 10 1.2 N-Tec £12400 79 115 7	1.0 Active £9595 67 95 6 1.0 Active Top £10595 67 95 7	1.6 BlueHDi 100 Feline Calima £19445 98 97 19 1.6 BlueHDi 120 Feline Calima £20045 118 96 22	1.6 GSX £11195 110 170 16
\$63 AMG £121690 576 237 50	superb choice. Pricey but worth it ★★★★	1.2 Tekna £13015 79 115 7	1.2 PureTech Allure Top £12095 81 99 11	1.6 Blue HDi 100 Feline Mistral £19745 98 97 19 1.6 Blue HDi 120 Feline Mistral £20345 118 96 22	RADICAL SR3 2dr open Spectacular on the track; not so good on
S65 AMG £182750 621 279 50 S600 Maybach £165710 523 274 50		1.2 DIG-S Tekna £15115 97 99 10	1.2 PureTech Feline £11945 81 99 11 1.2 PureTech Roland Garros Top £12495 81 99 11		the way home ★★★☆ RSX £66958 207
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Make and Model	Price Bhp CO ₂ g/km	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group
2r 3	£ 58200 300 -	1.5 dCi 110 Dynamique Nav	£21595 108 99 14	1.6 TDI 110 SE	E20395 108 102 15
RXC 2dr coupé Designed for not for the open road		1.6 dCi 130 Dynamique Nav 2Wi 1.6 dCi 130 Dynamique Nav 4Wi	D £22795 128 113 17	1.6 TDI 110 SE Ecomotive 2.0 TDI 150 SE	£21385 108 89 14 £21745 148 106 19
3.7 V6 Spyder	£94500 350 - £114950 440 -	1.2 TCe 130 Dynamique S Nav 1.5 dCi 110 Dynamique S Nav	£20495 128 130 16 £22395 108 103 14	1.4 EcoTSI 150 FR 1.8 TSI 180 FR	£21520 148 110 20 £22560 178 138 25
3.0 V8	£117500 480 -	1.6 dCi 130 Dyn'que S Nav 2WD 1.6 dCi 130 Dyn'que S Nav 4WD	£25095 128 129 18	2.0 TDI 150 FR 2.0 TDI 184 FR	£23350 148 108 20 £24340 181 116 26
RENAULT TWIZY 2dr hatch Zany solut		1.2 TCe 130 Signature Nav 1.5 dCi 110 Signature Nav	£21695 128 130 16 £23595 108 103 15	2.0 TSI 290 Cupra 2.0 TDI 150 SE X-Perience	£29670 286 158 - £24920 148 125 19
Suitably irreverent and impract EV Expression	£6895 17 0 1		£24795 128 117 18 £26295 128 129 18	2.0 TDI 150 SE Tech X-Perience 2.0 TDI 184 SE Tech X-Perience	£29880 181 129 23
E V Dynamique ZOE 5dr hatch Far more prac solution. Attractive price	£7595 17 0 1 tical zero emission ★★★☆	ROLLS-ROYCE GHOST 4dr saloon The best	driver's car in the stable	ALHAMBRA 5dr MPV Spaci plainer and less desirable than t 1.4 TSI 150 S	
Expression Nav Dynamique Nav	£18845 87 0 1 £20045 87 0 1	Fabulously indulgent	★★★★☆ £222888 563 327 -	2.0 TDI 150 S Ecomotive 1.4 TSI 150 SE	£26775 148 130 19 £26785 148 151 19
Dynamique Nav Rapid Charge TWINGO 5dr hatch Handso	£20545 87 0 1	6.6 V12 EWB	£253944 563 329 -	2.0 TDI 150 SE Ecomotive 2.0 TDI 150 Connect	£28675 148 132 19 £29715 148 132 -
city car - but not the class leade I.O SCe 70 Expression	£9495 69 105	tag. Benchmark ride quality 6.8 V12	★★★★ £318120 453 347 -	2.0 TDI 150 SE Lux Ecomotive 2.0 TDI 184 SE Lux	£32115 148 132 20 £33540 181 139 23
I.O SCe 70 Play I.O SCe 70 Dynamique	£9995 69 105 £10995 69 95	6.8 V12 EWB PHANTOM COUPÉ 2dr co		2.0 TDI 150 FR Line Ecomotive 2.0 TDI 184 FR Line	£33045 148 132 - £34470 181 139 -
I.O SCe 70 Dynamique S D.9 TCe 90 Dynamique Energy		B but in a sportier form B 6.8 V12	★★★☆ £347256 453 347 -	SKODA	- 4.5 4.5 - 100/ 11 - 15 - 4.5 10
D.9 TCe 90 Dynamique S Energ I.O SCe 70 Iconic D.9 TCe 90 Iconic Energy	¥£12545 89 99 £11845 69 95 £12545 89 99	B PHANTOM DROPHEAD C Extreme luxury with a removable 6.8 V12 Drophead		CITIGO 3dr hatch More plain finished and strong to drive 1.0 60 S	± ★ ★ ★ ☆ £8275 59 105 1
CAPTUR 5dr hatch On mes Better looking than most		WRAITH 2dr coupé An intim but less grand than others in the	ate two-door Rolls-Royce,	1.0 60 SE 1.0 60 Monte Carlo	£9135 59 105 1 £10670 59 105 2
D.9 TCe Expression+ 1.5 dCi 90 Expression+		6.6 V12	£235416 624 327 50	1.0 60 Greentech SE 1.0 60 Greentech SE L	£9495 59 95 1 £10075 59 95 -
D.9 TCe 90 Dynamique Nav I.5 dCi 90 Dynamique Nav		SEAT	e or plush as the VW Up,	1.0 75 Greentech SE L CITIGO 5dr hatch Czech city	£10465 74 98 -
I.5 dCi 110 Dynamique Nav D.9 TCe 90 Dynamique Nav S	£17695 108 98 1 £16795 89 114	but nearly as good and cheaper 1.0 60 S	★★★☆ £8355 59 105 1	some, but well finished and robu 1.0 60 S	ıst, ★★★☆ £8625 59 105 1
1.5 dCi 90 Dynamique Nav S 1.5 dCi 110 Dynamique Nav S	£18495 89 95 1 £19195 108 98 1	1.0 60 SE	£8865 59 105 1 £9790 59 105 1	1.0 60 SE 1.0 60 Monte Carlo	£9485 59 105 1 £11020 59 105 2
0.9 TCe 90 Signature Nav 1.5 dCi 90 Signature Nav	£18395 89 121 £20195 89 98 1		£10145 59 95 2 £10155 59 105 3	1.0 60 Greentech SE 1.0 60 Greentech SE L	£9845 59 95 1 £10425 59 95 -
I.5 dCi 110 Signature Nav CLIO 5dr hatch Attractive ar		1.0 75 Mii by Mango	£10540 74 106 2 £11155 74 106 4	1.0 75 Greentech SE L FABIA 5dr hatch Alikeable a	
handling. Cabin can be cheap in 1.2 Expression 16V 75 1.2 Play 16V 75	£11145 74 127 £12675 74 127	MII 5dr hatch Nearly as good is also well-priced too 1.0 60 S	★★★☆☆ £8705 59 105 1	class-leader on handling or cab 1.0 60 S 1.0 75 S	inspace★★★☆ £10600 59 106 2 £11460 74 108 4
0.9 TCe 90 Play 1.5 dCi 90 Play	£13675 89 104 £14975 89 85 1	1.0 60 S A/C	£9215 59 105 1 £10140 59 105 1	1.2 TSI 110 S DSG 1.4 TDI 90 S	£13740 108 109 13 £14090 89 93 12
I.5 dCi 90 Play Eco I.2 75 16V Dynamique Nav	£15225 89 82 1 £13675 74 127		£10495 59 95 2 £10505 59 105 1	1.0 75 SE 1.2 TSI 90 SE	£12820 74 108 3 £13450 89 107 8
D.9 TCe 90 Dynamique Nav I.5 dCi 90 Dynamique Nav	£14675 89 104 1 £15975 89 85 1	1.0 75 Sport	£10890 74 106 2 £11505 74 106 4	1.2 TSI 110 SE 1.4 TDI 90 SE	£14100 108 110 12 £15450 89 93 10
1.5 dCi 90 Dynamique Nav Eco D.9 TCe 90 Dynamique S Nav	£15675 89 104 1	handles well. Cupra needs a man	ual ★★★☆☆	1.0 75 SE L 1.2 TSI 90 SE L	£13610 74 108 3 £14240 89 107 8
1.5 dCi 90 Dynamique S Nav D.9 TCe 90 Iconic 25 Nav	£16975 89 85 1 £16775 89 104 1	1.0 75 S A/C	£10000 74 118 8 £11865 74 118 8	1.2 TSI 110 SE L 1.4 TDI 90 SE L	£14890 108 110 12 £16240 89 93 11
1.5 dCi 90 Iconic 25 Nav 1.2 TCe 120 GT-Line Nav Auto	£18075 89 85 1 £17725 118 120 1	1.0 EcoTSI 95 SE	£12575 74 118 8 £13525 94 94 12	1.4 TDI 105 SE L 1.0 75 Monte Carlo	£16840 104 95 12 £14645 74 108 3
MEGANE 5dr hatch Stylish Nothing exceptional 1.2 TCe 115 Expression +	# ★ ★ ★ ☆ £17570 113 119 1	1.0 75 Vista 1.2 TSI 90 Connect 1.2 TSI 110 FR	£12995 74 118 8 £14170 89 116 13 £14485 108 119 17	1.2 TSI 90 Monte Carlo 1.2 TSI 110 Monte Carlo 1.4 TDI 90 Monte Carlo	£15275 89 107 8 £15925 108 110 12 £17275 89 93 11
1.5 dCi 110 Expression+ 1.2 TCe 115 Dynamique Nav	£18245 108 93 1 £18570 113 119 1	1.0 TSI 110 FR DSG	£15690 108 102 17 £16245 148 110 23	1.4 TDI 105 Monte Carlo FABIA 5dr estate Straight-l	£17875 104 95 12
1.5 dCi 110 Dynamique Nav 1.6 dCi 130 Dynamique Nav	£19245 108 93 1 £19745 128 104 2	1.4 TDI 105 FR	£16885 103 95 18 £15285 108 119 17	available in practical estate form	
.2 TCe 115 Limited Nav .5 dCi 110 Limited Nav	£19070 113 119 1 £19745 108 93 1	IBIZA 5dr hatch Sharp lookir but lacking the verve of the Fiest	ng five door hatchback, tal ★★★☆☆	1.2 TSI 110 S DSG 1.4 TDI 90 S	£14740 108 109 13 £15090 89 94 10
.6 dCi 130 Limited Nav I.2 TCe 115 GT Line Nav	£20245 128 104 2 £20070 113 119 1	1.4 TDI 75 S A/C	£12315 74 118 8 £14645 74 101 13	1.0 75 SE 1.2 TSI 90 SE	£13965 74 109 3 £14595 89 107 8
1.5 dCi 110 GT Line Nav 1.6 dCi 130 GT Line Nav	£20745 108 93 1 £21245 128 104 2	1.0 EcoTSI 95 SE	£13025 74 118 8 £13975 94 94 14		£15245 108 110 12 £16595 89 94 10
2.0 220 GT Nav MEGANE SPORT TOURE estate, but does the basics well	£23250 217 167 3 R 5dr estate A bland ★★★☆	1.4 TDI 75 SE Ecomotive 1.0 75 Vista 1.2 TSI 90 Connect	£15575 74 88 13 £13445 74 118 8 £14620 89 116 13	1.0 75 SE L 1.2 TSI 90 SE L 1.2 TSI 110 SE L	£14755 74 109 3 £15385 89 107 8 £16035 108 110 12
1.2 TCe 115 Expression + 1.5 dCi 110 Expression+	£18570 113 119 1 £19245 108 93 1	1.2 TSI 110 FR	£14935 108 119 17 £16140 108 102 17	1.4 TDI 90 SE L	£17385 89 94 11 £17985 104 97 12
1.2 TCe 115 Dynamique Nav 1.5 dCi 110 Dynamique Nav	£19570 113 119 1 £20245 108 93 1	1.4 EcoTSI 150 FR	£16695 148 110 23 £17335 103 95 18	1.2 TSI 90 Monte Carlo 1.2 TSI 110 Monte Carlo	£16140 89 107 8 £16790 108 110 12
.6 dCi 130 Dynamique Nav .2 TCe 115 Limited Nav	£20745 128 104 2 £20070 113 119 1	1.2 TSI 110 FR Red Edition IBIZA ST 5dr estate Rivals a	£15735 108 119 17	1.4 TDI 90 Monte Carlo 1.4 TDI 105 Monte Carlo	£18140 89 94 11 £18740 104 97 12
1.5 dCi 110 Limited Nav 1.6 dCi 130 Limited Nav	£20745 108 93 1 £21245 128 104 2	1.0 75 S A/C	£13015 74 120 8	RAPID 5dr saloon Essentiall so is likeable if slightly dull	****
1.2 TCe 115 GT Line Nav 1.5 dCi 110 GT Line Nav	£21070 113 119 1 £21745 108 93 1	1.0 EcoTSI 95 SE	£13725 74 120 8 £14675 94 94 14		£14400 89 107 13 £17715 89 94 14
l.6 dCi 130 GT Line Nav 2.0 220 GT Nav MEGANE 3dr coupé Stylish	£22245 128 104 2 £24250 217 167 3		£16275 74 90 12 £15320 89 116 13 £15635 108 119 17	1.6 TDI CR 115 S 1.2 TSI 90 SE 1.2 TSI 110 SE	£17160 113 99 17 £15375 103 107 13 £16115 103 110 17
guise. Renaultsport is excellent 1.2 TCe 115 Dynamique Nav		1.4 EcoTSI 150 FR	£17395 148 110 23 £18570 89 99 15	1.4 TSI 125 S DSG 1.4 TDI CR 90 SE	£17710 123 114 19 £17255 103 94 15
1.5 dCi 110 Dynamique Nav 1.6 dCi 130 Dynamique Nav	£20945 108 93 1 £21445 128 104 2	1.4 TDI 105 FR	£18035 103 97 18	1.6 TDI CR 115 SE 1.2 TSI 110 Sport	£18135 74 99 17 £16165 108 110 17
.2 TCe 115 Limited Nav .5 dCi 110 Limited Nav	£19845 113 119 1 £21445 108 93 1	no other lasting impression	★★★☆☆ £17215 89 99 14	1.2 TSI 110 SE L	£16865 108 110 17 £18005 89 94 15
.6 dCi 130 Limited Nav .2 TCe 115 GT Line Nav	£21945 128 104 2 £20845 113 119 1	1.6 TDI 115 SE 1.2 TSI 110 Style	£17380 113 109 17 £16945 108 110 16	1.6 TDI CR 115 SE L RAPID SPACEBACK 5dr 6	£18885 113 99 17
1.5 dCi 110 GT Line Nav 1.6 dCi 130 GT Line Nav	£22445 108 93 1 £22945 128 104 2	1.2 TSI 110 Style Advanced	£18800 113 109 17 £17735 108 110 16	1.2 TSI 90 S	£13500 89 107 12
2.0 220 GT Nav 2.0 Renaultsport 275 Cup-S	£24235 217 167 3 £23935 271 174 4	LEON SC 3dr hatch Sharp lo	ooking and handling	1.4 TDI 90 S 1.2 TSI 90 SE Tech	£15300 89 94 14 £14650 89 107 13
2.0 Renaultsport Nav 275 SCENIC 5dr MPV Still a class		1.2 TSI 110 SE	£17400 108 114 13	1.2 TSI 110 SE Tech 1.4 TDI 90 SE Tech	£15350 108 111 16 £16300 89 94 14
equipped 1.2 TCe 115 Dynamique Nav	★★★☆ £20555 113 140 1		£19100 108 99 15 £20225 148 110 20	1.6 TDI 115 SE Tech 1.2 TSI 110 SE Sport	£17100 113 99 17 £16550 108 111 17
1.2 TCe 130 Dynamique Nav 1.5 dCi 110 Dynamique Nav 1.6 dCi 130 Dynamique Nav	£20905 128 140 1 £21395 108 105 1 £22495 128 114 2	2.0 TDI 150 FR	£21265 178 138 25 £22055 148 108 20 £23045 181 113 26	1.4 TDI 90 SE Sport 1.6 TDI 115 SE Sport 1.2 TSI 110 SE L	£17500 89 94 14 £18300 113 99 17 £16865 108 111 17
I.6 dCi 130 Dynamique Nav I.2 TCe 115 Limited Nav I.2 TCe 130 Limited Nav	£21055 113 140 1 £21405 128 140 1	2.0 TSI 290 Cupra	£28375 286 156 -	1.4 TSI 110 SE L 1.4 TSI 125 SE L DSG 1.4 TDI 90 SE L	£18460 123 114 19 £18005 89 94 14
1.5 dCi 110 Limited Nav 1.6 dCi 130 Limited Nav	£21895 108 105 1 £22995 128 114 2	looks and handling front	★★★★☆ £18230 108 99 15	1.6 TDI 115 SE L OCTAVIA 5dr hatch Extende	£18885 113 99 17
GRAND SCENIC 5dr MPV . seats. Nice cabin and ride	As above, but with sever ★ ★ ★ ☆	1.2 TSI 110 SE 1.4 TSI 125 SE	£17700 108 114 13 £18300 123 120 16	Octavia an even more practical 1.2 TSI 110 S	
I.2 TCe 115 Dynamique Nav I.2 TCe 130 Dynamique Nav	£21790 113 145 1 £22125 128 145 2	1.6 TDI 110 SE 1.6 TDI 110 SE Ecomotive	£19400 108 99 15 £20390 108 89 14	1.6 TDI 110 S 1.2 TSI 110 SE	£18300 108 99 14 £17635 108 114 14
I.5 dCi 110 Dynamique Nav I.6 dCi 130 Dynamique Nav	£22615 108 105 1 £23715 128 114 2	2.0 TDI 150 SE 1.4 EcoTSI 150 FR	£20750 148 106 19 £20525 148 110 20	1.4 TSI 150 SE 1.6 TDI 110 SE	£18810 148 118 20 £19650 108 99 14
1.2 TCe 115 Limited Nav	£22290 113 145 1		£21565 178 138 25 £22355 148 108 20	2.0 TDI 150 SE 1.6 TDI 110 Greenline III	£20535 148 106 21 £20225 108 90 15
1.2 TCe 130 Limited Nav	£22625 128 145 2				
1.2 TCe 130 Limited Nav 1.5 dCi 110 Limited Nav 1.6 dCi 130 Limited Nav	£23115 108 105 1 £24215 128 114 2	2.0 TDI 184 FR 2.0 TSI 290 Cupra	£23345 181 113 26 £28675 286 156 -	1.4 TSI 150 SE L 1.6 TDI 110 SE L	£20510 148 118 20 £21350 108 99 15
1.2 TCe 130 Limited Nav 1.5 dCi 110 Limited Nav	£23115 108 105 1 £24215 128 114 2 in Renault clothes. Low	2.0 TDI 184 FR 2.0 TSI 290 Cupra LEON ST 5dr estate Good lo handling hatch-turned-estate	£23345 181 113 26 £28675 286 156 -		

2.0 TDI 184 vRS 4x4 DSG		
OCTAVIA ESTATE 5dr esta		
of space and practicality. Comfo		
1.2 TSI 110 S		108 114 14
1.6 TDI 110 S		108 99 14
1.2 TSI 110 SE		108 114 14
1.4 TSI 150 SE		148 119 20
1.6 TDI 110 SE		108 99 13
1.6 TDI 110 SE 4x4		108 118 13
2.0 TDI 150 SE		148 106 21
2.0 TDI 150 SE 4x4		148 120 20
1.6 TDI 110 Greenline III		108 90 16
1.4 TSI 150 SE L		148 119 20
1.6 TDI 110 SE L		108 99 15
1.6 TDI 110 SE L 4x4		108 118 13
2.0 TDI 150 SE L		148 106 21
2.0 TDI 150 SE L 4x4		148 120 21
1.8 TSI 180 Laurin & Klement		178 136 25
2.0 TDI 150 Laurin & Klement		148 107 22
2.0 TDI 150 L&K 4x4		148 122 21
2.0 TSI 220 vRS		218 143 29
2.0 TDI 184 vRS		180 117 26
2.0 TDI 184 vRS 4x4 DSG		180 131 26
2.0 TDI 150 Scout 4x4		148 125 20
2.0 TDI 184 Scout 4x4 DSG		180 129 22
SUPERB 4dr saloon Big on s		
relatively small on price		
1.4 TSI 125 S		123 125 14
1.6 TDI 120 S	£20040	118 108 14

£24475 180 115 26 0.9 Prime

E20040 118 108 14 E20900 118 95 13 E20900 118 95 13 E21919 148 115 18 E21990 148 105 18 95 13 E22990 148 108 18 E24220 148 116 19 E27020 217 143 24 E25050 148 109 19 E26420 148 120 18 E24220 148 120 18 E24220 148 120 18 E24220 148 120 18 E25150 1 1.6 TDI 120 Greenline S 1.4 TSI 150 ACT SE 2.0 TDI 150 SE 4x4 1.4 TSI 150 ACT SE L 2.0 TSI 220 SE L DSG 2 0 TSI 280 SF I 4x4 DSG 1.6 TDI 120 Greenline SE L 2.0 TDI 150 SE L 2.0 TDI 150 SE L 2.0 TDI 150 4x4 SE L 2.0 TDI 190 SE L 2.0 TDI 190 4x4 SE L DSG 2.0 TSI 220 Laurin & Klement 2.0 TSI 220 Laurin & Klement 1930-640 217 143 25 20.0 TSI 220 Like 444 1934 20.0 TSI 1950 Like 444 1934 20.0 TSI 1950 Like 445 1934 20.0 TSI 1950 Like 445 1934 20.0 TSI 1950 Like 445 1934 1934 1934 1934 1935 1932 24 20.0 TSI 1950 Like 434 1935 20.0 TSI 1.6 TDI 120 Greenline S 1.4 TSI 150 ACT SE 1 6 TDI 120 SF 1.6 TDI 120 Greenline SF

and engines	***	★☆	r
1.2 TSI 110 S	£17000	108	128 15
2.0 TDI 110 S	£18300	108	118 14
1.2 TSI 110 Outdoor S	£17000	108	128 15
2.0 TDI 110 Outdoor S	£18300	108	118 14
2.0 TDI 110 Outdoor S 4x4	£20030	108	137 14
1.2 TSI 110 SE	£18550	108	128 15
2.0 TDI 110 SE	£19850	108	118 15
2.0 TDI 110 Outdoor SE 4x4	£21580	108	137 14
2.0 TDI 150 Outdoor SE 4x4	£22690	148	134 20
1.2 TSI 110 SE L	£20380	108	128 15
2.0 TDI 110 SE L	£21680	108	118 15
2.0 TDI 150 Outdoor SE L 4x4	£24620	148	134 21
2.0 TDI 150 Monte Carlo 4x4	£24375	148	134 21
1.4 TSI 150 L&K 4x4	£24960	148	147 21
2.0 TDI 150 L&K 4x4	£26180	148	134 21

85	113	99	17	SMART				
Esta	ite sha	аре		FORTWO 3dr hatch Has urba	an appeal, b	ut ha	ndles	an
ly 🖈	**	tt	☆	performs less well than rivals. Pr	ricey too 堵	r#:	★☆	ú
00	89	107	12	1.0 Passion	£11125	70	93	
00	89	94	14	1.0 Passion Premium	£11920	70	93	
50	89	107	13	1.0 Prime	£11820	70	93	
50	108	111	16	1.0 Prime Premium	£12615	70	93	
00	89	94	14	1.0 Prime Premium Plus	£13115	70	93	
00	113	99	17	1.0 Proxy	£11820	70	93	٠
50	108	111	17	1.0 Proxy Premium	£12615	70	93	
00	89	94	14	1.0 Proxy Premium Plus	£13115	70	93	
00	113	99	17	0.9 Passion	£11720	89	97	
65	108	111	17	0.9 Passion Premium	£12515	89	97	
60	123	114	19	0.9 Prime	£12415	89	97	-
05	89	94	14	0.9 Prime Premium	£13210	89	97	-
85	113	99	17	0.9 Prime Premium Plus	£13710	89	97	-
lbas	e mak	kes tl	ne	0.9 Proxy	£12415	89	97	-
*,	**	*:	7	0.9 Proxy Premium	£13210	89	97	-
85	108	114	14	0.9 Proxy Premium Plus	£13710	89	97	-
00	108	99	14	FORTWO CONVERTIBLE	2dr open	No b	etter i	n
35	108	114	14	open-top form than the hatch	***	41	¥	
10	148	118	20	1.0 Passion	£13265	70	93	
EΛ	100	00	1.4	1 N Paccion Promium	014040	70	02	

★★★ £13265 70 93 70 93 70 93 70 93 70 93 70 93 70 93 70 93 70 93 89 97 89 97 148 118 20 108 99 14 148 106 21 108 90 15 148 118 20 108 99 15 148 106 21 178 135 25 148 107 22 1.0 Passion Premium £14060 1.0 Prime £13960 1 O Prime Premiun £14775 1.0 Prime Premium
1.0 Prime Premium Plus
1.0 Proxy
1.0 Proxy Premium
1.0 Proxy Premium Plus
0.9 Passion £15255 £13960 £14755 £15255 £13860 0.9 Passion Premium £14655

WHAT'S COMING WHEN

Ford Kuga

The Ford Kuga is due a facelift, and we're confidently predicting it'll arrive in March. Matching the updates seen on its US equivalent, the Escape, the 2016 car should get Ford's latest infotainment technology and a tweaked exterior design. Price £19,995 (est)

SPRING 2016

Abarth 595 facelift, Alpina B7, Ariel Nomad Supercharged, Audi S8 Plus, S4, RS6/RS7 Performance, R8 Spyder, SQ7, SQ5, BMW M2, M4 GTS, 225xe Active Tourer, 330e, 3 Series GT facelift, X4 M40i, Bugatti Chiron, Cadillac CT6, Chevrolet Camaro, Detroit Electric SP:01, Elemental RP1, Ferrari 488 Spider, Fiat Tipo Ford Focus RS, Kuga, Ranger, Mustang, Infiniti 030, Hyundai 120 Active, i20 1.0, Jaguar F-Pace, XE AWD, XF AWD, Kia Sportage, Optima, **Kahn** Speed 7, **Koenigsegg** Agera RS, **Lamborghini** Aventador SV Roadster, Huracán LP580-2, Huracán Spyder, Centenario LP770-4, Land Rover Range Rover Evoque Convertible, Lexus RX, GS F, RC, Lotus 3-Eleven, Elise Sport, Mercedes-AMG C63 Coupé, S65 Cabriolet, GT3, Mercedes-Benz S-Class Cabriolet, E-Class, GLS, SL facelift, SLC, C-Class Coupé, Mini Clubman All4, Convertible, Pagani Huayra R, Porsche 718 Boxster, 911 Carrera 4/4S, 911 Turbo/Turbo S facelift, Macan GTS, **Rolls-Royce** Dawn, **Smart** Fortwo Cabrio, **Subaru** XV facelift, **Suzuki** Baleno; **Toyota** Prius, C-HR, RAV4 facelift, **Vauxhall** Astra, Astra Sports Tourer, Volkswagen Golf GTI Clubsport, Tiguan, Zenos E10 R

Alfa Romeo Mito facelift, Giulietta facelift, Alpine A120, Aston Martin DB11, Audi RS4, A4 Allroad, A3 facelift, Q2, BMW 1 Series saloon, 740e, 3 Series GT, **Bristol** Project Pinnacle, **Chevrolet** Camaro, Citroën C3, DS 3, Ferrari F12tdf, FF facelift, Fiat 124 Spider, Ford, Ecosport, Edge, S-Max Vignale, Honda NSX, Hyundai i10, Ioniq, Infiniti 0X30, 060, Jaguar F-Type SVR, Koenigsegg Regera, Maserati Levante, McLaren 675 LT Spider, 570S GT, Mercedes-AMG SL63, Mercedes-Benz, C-Class Cabriolet, CLA facelift, CLA Shooting Brake facelift, Mercedes-Maybach S-Class Pullman, MG GS, Mitsubishi Outlander facelift, Morgan EV3, Peugeot 3008, 5008, Porsche 911 R, Renault Mégane, Mégane RS, Seat Leon SUV, Toyota Auris Cross, Tramontana R, Vauxhall Zafira Tourer, Volkswagen Up facelift, Beetle Dune

AUTUMN/WINTER 2016

Alfa Romeo Giulia, **Audi** Q5, A5, TT RS, **Bentley** Bentayga, Mulsanne facelift, **Borgward** BX7, **Caterham** Seven 620S, **Citroën** C3 Picasso, Ford GT, Ka, Hennessey Venom F5, Honda Civic, FCV Clarity, **Hyundai** Ioniq, **Kia** Optima Sportswagon, Soul facelift, Cee'd, Niro, **Land Rover** Discovery, **Lexus** LC500, **Mercedes-AMG** GT3, E63, Mercedes-Benz S-Class facelift, Mini Countryman, Mitsubishi ASX, Morgan EV3, Nissan Juke, Micra, Porsche 718 Cayman, Renault Scenic, Clio facelift, Seat Ateca, Leon, Skoda SUV, Roomster, Subaru Impreza, Tesla Model X, Vauxhall Insignia, Volkswagen Golf, Beetle, Volvo S90, V90

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Seat Ateca

Autumn/winter

The Ateca is Seat's first SUV model, which the Spanish car maker hopes will bring it back to volume sales. The five-seater will be offered in front and four-wheel drive forms with a range of turbocharged petrol and diesel engines. Price £17000 (est)

e and Model	Bhp CO ₂ g/km Insurance group	e and Model	Price Bhp CO ₂ g/km Insurance group	e and Model	rrice Shp :O ₂ g/km nsurance group	e and Model	Price Bhp CO ₂ g/km Insurance group	e and Model	Price Bhp CO ₂ g/km Insurance group	e and Model	Ф	CO ₂ g/km Insurance group
SE S		SWIFT 5dr hatch Cute looks a			£20695 110 110 -	¥ ∑ VAUXHALL		S E 1.6 CDTi 110 Energy	£ 48 8 8 18 97 -	2.0T 250 SRi VX-Line	£23044 246	
0.9 Proxy £14	4555 89 97 -	even in this more practical form 1.2 SZ3 4x4 1.2 Dualjet SZ4 4x4	★★★☆ £12099 93 126 11 £14199 93 111 11	1.8 VVT-i Excel Hybrid	£24395 134 91 -	VIVA 5dr hatch Comfortable an equipment and youthful joie de viv 1.0 75 SE		1.4 100 SRi 1.0T 105 Ecoflex SRi 1.4T 150 SRi	£17895 98 128 - £18595 103 102 - £18895 148 128 -	1.6 CDTi 136 Ecoflex SRi VX-Line 2.0 CDTi 170 Ecoflex SRi VX-Line 2.0T 250 SRi VX-Line Nav		
0.9 Proxy Premium Plus £15 FORFOUR 5dr hatch Four doors	5850 89 97 - makes the smart	1.2 SZ2 1.2 SZ3	£9499 93 116 11 £11099 93 116 11	AURIS TOURING SPORTS wrong, but nothing exceptional.	5dr estate Nothing ★★★☆☆	1.0 75 Ecoflex SE 1.0 75 SE A/C	£8570 73 99 - £8890 73 104 -	1.6T 200 SRi 1.6 CDTi 110 SRi	£20435 197 141 - £19595 108 97 -	1.6 CDTi 136 Ecoflex SRi VXL Na 2.0 CDTi 170 Ecoflex SRi VX Nav	v £23644 134 v £24444 168	4 109 - 8 118 -
	1620 70 97 2	1.2 SZ4 1.2 Dualjet SZ4 1.6 Sport	£12199 93 116 11 £12699 93 99 11 £14499 134 147 19	1.8 VVT-i Active Auto	£16745 98 130 - £21145 134 81 - £19795 114 112 -	ADAM 3dr hatch Certainly look	£9495 73 104 - ks the part, but there ar ★★★☆☆	1.6 CDTi 110 Ecoflex SRi 1.6 CDTi 136 SRi 1.6 CDTi 160 BiTurbo SRi	£20095 108 91 - £20780 134 103 - £21395 157 111 -	1.4T 140 SE 1.6 CDTi 136 Ecoflex SE 2.0 CDTi 170 Ecoflex SE	£21574 134	8 124 - 4 99 - 8 114 -
1.0 Proxy £12 1.0 Night Sky Prime £12	2315 70 97 2 2940 70 97 2	SX4 S-CROSS 5dr hatch very worthy crossover also-ran	Not class-leading, but a ★★★☆	1.8 VVT-i Icon Hybrid 1.6 D-4D Icon	£22195 134 83 - £20995 110 108 -	1.2 70 Jam 1.4 87 Jam	£11860 69 125 3 £12035 86 125 3	1.4 100 SRi Nav 1.0T 105 Ecoflex SRi Nav	£18595 98 128 - £19295 103 102 -	1.4T 140 Tech Line 1.6 CDTi 136 Ecoflex Tech Line	£20634 138 £22424 134	8 124 - 4 99 -
0.9 Passion £12	2215 89 99 8	1.6 SZ3 1.6 SZ-T 1.6 SZ-T Allgrip	£13999 118 127 13 £18499 118 127 13 £20299 118 135 14	1.8 VVT-i Bus Edition Hybrid	£22995 134 83 -	1.4 87 Glam	£13230 69 125 3 £13405 86 125 3 £13980 69 125 3	1.4T 150 SRi Nav 1.6T 200 SRi Nav 1.6 CDTi 110 SRi Nav	£19595 148 128 - £21135 197 141 - £20295 108 97 -	2.0 CDTi 170 Ecoflex Tech Line 1.6 CDTi 136 Ecoflex Elite 2.0 CDTi 170 Ecoflex Elite		8 114 - 4 104 - 8 118 -
0.9 Night Sky Prime £13	3535 89 99 8	1.6 SZ5 1.6 DDIS SZ3 1.6 DDIS SZ-T	£20499 118 127 14 £15499 118 108 20 £19999 118 108 20	1.2T VVT-i Design	£20595 114 126 -	1.4 100 Slam	£14155 86 125 3 £14730 98 125 9 £15880 113 115 10	1.6 CDTi 110 Ecoflex SRi Nav 1.6 CDTi 136 SRi Nav 1.6 CDTi 160 BiTurbo SRi Nav	£20795 108 91 - £21480 134 103 - £22095 157 111 -	1.6 CDTi 136 Ecoflex Elite Nav 2.0 CDTi 170 Ecoflex Elite Nav 2.8T V6 VXR SuperSport	£25854 168	4 104 - 8 118 - 0 244 -
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2.2d SE 4x4 4WD £17 2.2d EX 2WD £17	7495 239 152 25 7495 239 139 25	Drives better than most 1.6 SZ5 AllGrip	★★★☆☆ £20299 118 130 -	not just as a hybrid 1.8 VVT-i T3	★★★★☆ £21995 134 89 15	1.4 87 Rocks Air 1.0T 115 Ecoflex Rocks Air	£15645 86 125 £17375 113 115	1.6 CDTi 136 Elite 1.6 CDTi 160 BiTurbo Elite	£21500 134 103 - £22115 157 111 -	1.4T 140 Design Nav 1.6 CDTi 136 Ecoflex Design Nav	£20269 138 v £21924 134	8 131 - 4 104 -
2.2d ELX 4x4 4WD £20	0995 239 152 26	1.6 SZ4 1.6 SZ-T 1.6 SZ5	£13999 118 123 - £15999 118 123 - £18499 118 123 -	1.8 VVT-i T Spirit	£25295 134 92 15	CORSA 3dr hatch Very refined, however its engines are not so goo 1.4 75 Ecoflex Sting		1.0T 105 Ecoflex Elite Nav 1.4T 150 Elite Nav 1.6T 200 Elite Nav	£20015 103 102 - £20315 148 128 - £21855 197 141 -	2.0 CDTi 170 Ecoflex Design Na 1.6 CDTi 136 Ecoflex Energy 2.0 CDTi 170 Energy	£24444 134	8 119 - 4 109 - 8 124 -
TIVOLI 5dr hatch Trails the Duster small crossover - but not by much	er as the best-value ★★★☆	1.6 DDIS SZ-T 1.6 DDIS SZ5	£17499 118 106 - £19999 118 106 -	PRIUS+5dr MPV Expensive an ★★★☆☆	nd ugly. Bigger though	1.4 90 Ecoflex Sting 1.0T 115 Ecoflex Sting R	£9740 89 118 - £11395 113 112 -	1.6 CDTi 110 Elite Nav 1.6 CDTi 110 Ecoflex Elite Nav	£21015 108 97 - £21515 108 91 -	1.6 CDTi 136 Ecoflex Ltd Edition 2.0 CDTi 170 Limited Edition	£25794 134 £26594 168	4 109 - 8 124 -
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1.6D EX £15 1.6D EX 4x4 4WD £17	5850 113 113 17 7100 113 123 16	looking dated 1.3 SZ3	★★☆☆ £12499 84 162 14	RAV4 5dr 4x4 A solid option, b by Korean competition	ut ultimately outgunned ★★★☆☆	1.4 90 Ecoflex Energy A/C 1.4T 100 Ecoflex Energy A/C	£12945 89 118 - £13600 98 119 -	composed and practical than the 1.4 100 Design	hatch.★★★☆ £16585 98 127 -	2.0 CDTi 170 SRi 1.6 CDTi 136 Ecoflex SRi Nav	£23674 168 £23724 134	8 124 - 4 104 -
1.6D ELX £17	7250 113 113 19 8500 113 123 19	1.3 SZ4 TESLA	£13949 84 162 15	2.0 D-4D Active 2WD	£22795 122 127 26 £24295 122 127 26	1.3 CDTi 75 Ecoflex Energy A/C 1 1.4 75 Ecoflex Limited Edition	£14430 113 112 - £14850 74 96 - £14515 74 120 -	1.0T 105 Ecoflex Design 1.4T 125 Design 1.4T 150 Design Auto	£17285 103 100 - £17335 123 127 - £18985 148 125 -	1.6 CDTi 136 SRi Nav 2.0 CDTi 170 Ecoflex SRi Nav 2.0 CDTi 170 SRi Nav	£24524 168	4 114 - 8 119 - 8 124 -
REXTON W 5dr 4x4 Rugged sever work of mud. Tarmac more tricky ★	en-seater makes short ★★☆	MODEL S 5dr hatch Brings In crucially, credibility to electric of P85D AWD		2.0 D-4D Icon 2WD 2.0 D-4D Icon 4WD	£25295 122 128 26 £26300 122 137 26	1.4 90 Ecoflex Limited Edition	£14760 89 120 - £15415 98 122 -	1.6 CDTi 110 Design 1.6 CDTi 110 Ecoflex Design 1.6 CDTi 136 Design	£18285 108 96 - £18785 108 89 - £19470 134 101 -	2.0T 250 SRi VX-Line 1.6 CDTi 136 SRi VX-Line 2.0 CDTi 170 SRi VX-Line	£24094 134	6 174 - 4 114 - 8 124 -
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2.2D SE £15		70 RWD 70D AWD	£51900 311 0 - £56200 324 0 -	2.2 D-4D Invincible 4WD AVENSIS 4dr saloon Nothing exceptional. Good spec		1.4 90 Design	£11335 74 120 - £11580 89 120 - £13065 89 100 -	1.4T 125 Tech Line 1.4T 150 Tech Line Auto 1.6 CDTi 110 Tech Line	£18035 123 127 - £19685 148 125 - £18985 108 96 -	2.0 CDTi 170 SRi VX-Line Nav 1.6 CDTi 136 Ecoflex SE 2.0 CDTi 170 Ecoflex SE	£22874 134	8 124 - 4 104 - 8 119 -
2.2D ELX Auto £20	0250 239 205 36	TOYOTA AYGO 3dr hatch Visually impa		1.8 V-matic Active 1.8 V-matic Business Edition	£18085 145 139 17 £21315 145 140 18	1.3 CDTi 75 Ecoflex Design 1.3 CDTi 95 Ecoflex Design	£13485 74 98 ÷ £13985 93 87 ÷	1.6 CDTi 110 Ecoflex Tech Line 1.6 CDTi 136 Tech Line	£19485 108 89 - £20170 134 101 -	1.6 CDTi 136 Ecoflex Tech Line 2.0 CDTi 170 Ecoflex Tech Line	£23724 134 £24524 168	4 104 - 8 119 -
SUBARU FORESTER 5dr 4x4 Solid, spacio unsexy	ous and willfully	as refined or practical as others 1.0 x 1.0 x-play	★★★☆ £8845 68 95 6 £10045 68 95 7	1.6 D-4D Active	£19010 110 108 22	1.4 90 Ecoflex SRi	£12005 74 96 - £12250 89 85 - £12905 98 119 -	1.0T 105 Ecoflex SRi 1.4T 125 SRi 1.4T 150 SRi	£19885 103 103 - £19935 123 130 - £20185 148 128 -	1.6 CDTi 136 Ecoflex Elite 2.0 CDTi 170 Ecoflex Elite 1.6 CDTi 136 Ecoflex Elite Nav	£26304 168	4 109 - 8 124 - 4 109 -
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2.0d X £24	4995 145 148 24	1.0 x-cite 1.0 x-clusiv AYGO 5dr hatch Has the edge	£11445 68 95 7 £11545 68 95 7 over its French siblings.		£26795 140 124 23	1.4 75 Ecoflex SRi VX-Line	£13985 93 87 - £13040 74 120 - £13285 89 120 -	1.6 CDTi 110 Ecoflex SRi 1.6 CDTi 136 SRi 1.6 CDTi 160 BiTurbo SRi	£21385 108 92 - £22070 134 104 - £22685 157 112 -	MERIVA 5dr MPV Clever flexo young families. Nice to drive 1.4 Life	***	
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2.0i SE £21	1995 148 160 21	1.0 x-play 1.0 x-pression 1.0 x-pure	£10445 68 95 7 £11645 68 95 7 £11845 68 95 7	1.8 V-matic Business Edition +	£24295 145 143 18	1.3 CDTi 95 Ecoflex SRi VX-Line	£15190 74 98 - £15690 93 87 - £12900 74 118 -	1.4T 150 SRi Nav 1.6T 200 SRi Nav 1.6 CDTi 110 SRi Nav	£20885 148 130 - £22425 197 142 - £21585 108 99 -	1.4T 140 Exclusiv 1.6 CDTi 95 Ecoflex Exclusiv 1.6 CDTi 110 Ecoflex Exclusiv	£19590 138 £20570 93 £20880 108	
	6995 145 146 27	1.0 x-cite 1.0 x-clusiv YARIS 3dr hatch Good space	£11845 68 95 7 £11945 68 95 7	2.0 D-4D Business Edition	£24335 140 120 22	1.4T 100 Ecoflex SE	£13145 89 118 - £13800 98 119 - £14630 89 98 -	1.6 CDTi 110 Ecoflex SRi Nav 1.6 CDTi 136 SRi Nav 1.6 CDTi 160 BiTurbo SRi Nav	£22085 108 92 - £22770 134 104 - £23385 157 112 -	1.6 CDTi 136 Ecoflex Exclusiv 1.4 Tech Line 1.6 CDTi 95 Ecoflex Tech Line	£21040 134 £14164 108 £16995 93	8 140 -
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. V8 GTS	£54509 577	363 50	2.0 TDI 184 Alltrack 4M'ion DSG 2.0 TDI 184 GTD	£30995 £28615	181 125 181 115				108 126 - 108 116 -	2.0 D4 SE Nav 1.6 T3 Business Edition	£29790 £21255	187 102 2 150 131 2
OLKSWAGEN 3dr hatch Hardly revolution	nary, but better t	that its	2.0 TSI 300 R 4Motion DSG GOLF SV 5dr MPV MQB platfo	£33890 rm gives t	296 162 he Golf pro				148 116 - 108 126 -	1.6 T3 SE 1.6 T3 R-Design	£26255 £27755	150 131 2 150 131 2
els in the areas that matter 75 Rock Up	****		MPV proportions. Still no C-Max t 1.0 TSI 115 SE BlueMotion			☆	1.6 TDI SCR 110 SE Family	£26715	108 116 - 148 116 -	1.6 D2 Business Edition 2.0 D3 Business Edition	£22195 £23045	118 99 1 148 102 2
75 Club Up 75 Street Up		106 4	1.2 TSI 85 S 1.4 TSI 125 S	£19225 £20995	84 114 123 125	4 9	1.4 TSI 150 SE L	£26745	148 133 - 108 117 -	2.0 D3 SE 2.0 D3 SE Lux	£28045 £30345	148 102 2 148 102 2
60 Take Up 60 Look Up	£8945 59	105 1 105 1	1.4 TSI 125 SE	£22170	123 125 148 130	14	2.0 TDI SCR 190 SE L DSG	£30510	187 123 -	2.0 D3 R-Design	£29545	148 102 2
60 Move Up	£10000 59	105 1	1.4 TSI 150 GT 1.6 TDI 110 S	£25640 £21980	108 10	1 13	2.0 TDI SCR 150 R-Line	£29210	148 133 - 108 117 -	2.0 D4 Business Edition V60 5dr estate Mature and a		
60 BMT Move Up 75 High Up	£10360 59 £11600 74		1.6 TDI 110 BlueMotion 1.6 TDI 110 SE	£23545 £23175	108 98 108 10	1 11	SHARAN 5dr MPV Seven-seat	MPV with a				118 101 1
75 BMT High Up • 5dr hatch Betters its rivals			2.0 TDI 150 SE 2.0 TDI 150 GT	£24540 £26145	148 113 148 115	17	of space and very versatile 2.0 TDI 184 SE		181 138 23	1.6 D2 R-Design 1.6 D2 SE Nav	£29895 £28945	118 101 1 118 101 1
irability and economy p 82 BEV	★★★★☆ £25075 80	0 10	JETTA 4dr saloon Big boot, p good pricing. A bit dull	leasant dy ★★★		nd			181 138 23 181 139 23	1.6 D2 SE 1.6 T3 R-Design Nav	£28395 £29505	118 101 1 150 135 2
60 Take Up 60 Move Up	£9345 59 £10400 59	105 1 105 1	1.4 TSI 125 S 1.4 TSI 125 SE	£19125 £20455	123 125 123 125				148 150 16 148 150 16	1.6 T3 SE Nav S-S 2.0 D3 Cross Country Lux Nav	£28005 £33745	150 135 2 148 111 2
60 Look Up 60 BMT Move Up	£10395 59 £10760 59	105 1 95 1	1.4 TSI 150 SE 1.4 TSI 150 GT	£21160 £22025	148 123 148 123	3 21	1.4 TSI 150 SE Nav	£29510	148 198 16 113 130 14	2.0 D3 Cross Country Lux 2.0 D3 Cross Country SE Nav	£33195 £30995	148 111 2 148 111 2
75 High Up	£12000 74	106 2	2.0 TDI 110 S	£20405	109 105	14	2.0 TDI 150 S	£28280	148 130 18	2.0 D3 Cross Country SE	£30445	148 111 2
75 BMT High Up 75 Club Up	£12360 74 £12625 74	106 4	2.0 TDI 110 SE 2.0 TDI 110 GT	£22735 £22600	109 105	5 15	2.0 TDI 150 SE L	£33710	148 130 18 148 132 18	2.0 D3 R-Design Lux Nav 2.0 D3 R-Design Lux	£33895 £33345	148 105 2 148 105 2
75 Street Up LO 3dr hatch The sensible	choice in a lot of		2.0 TDI 150 SE 2.0 TDI 150 GT	£22505 £23600	148 109 148 109	22	TIGUAN 5dr 4x4 Dull but capa	ible soft roa		2.0 D3 R-Design Nav 2.0 D3 R-Design	£31295 £30745	148 105 2 148 105 2
ble and very solidly built		106 -	BEETLE 3dr hatch Huge imp underneath is superior	***	**				108 130 -	2.0 D3 SE Lux Nav 2.0 D3 SE Lux	£32195 £31645	148 105 2 148 105 2
60 S A/C 60 Match	£12215 59 £12930 59	106 - 106 -	1.2 TSI 105 1.2 TSI 105 Design	£16510 £18905	104 128 104 128	3 14	2.0 TDI SCR 150 S 4Motion	£25295	148 130 - 148 140 -	2.0 D3 SE Nav 2.0 D3 SE	£29795 £29245	148 105 2 148 105 2
75 Match TSI 90 Match	£13445 74 £14075 89	108 - 107 -	1.4 TSI 150 Design 1.4 TSI 150 Sport	£20940 £22760	148 134 148 134	4 20		£25820	148 130 - 181 150 -	2.0 D4 Cross C'try Lux Nav AWD 2.0 D4 Cross Country Lux Nav	£38025	187 149 2 187 111 2
TDI 75 Match TSI 110 SE L	£15140 74 £16505 108	93 - 99 -	2.0 TSI 220 Sport 2.0 TSI 220 Turbo Black	£23990 £24690	217 150 217 150	27	2.0 TDI SCR 150 R-Line 4Motion 2.0 TDI 184 R-Line 4Motion DSG	£29520	148 140 - 181 150 -		£35275 £32245	187 149 2 187 111 2
TDI 90 SE L TSI 110 R-Line	£17155 89 £16960 108	93 - 99 -	2.0 TSI 220 Turbo Silver 2.0 TDI 110		217 150	27	2.0 TDI SCR 150 Escape 4Motion TOUAREG 5dr 4x4 A great ble	£27980	148 140 -	2.0 D4 R-Design Lux Nav	£35145 £32545	187 104 2 187 104 2
TSI 110 R-Line TSI 90 R-Line TDI 90 R-Line	£16425 89	107 - 93 -	2.0 TDI 110 Design	£20710	108 113 108 113 148 115	2 13	deftness but only has five seats	***		2.0 D4 R-Design Nav 2.0 D4 SE Lux Nav 2.0 D4 SE Nav	£32545 £33445 £31045	187 104 2 187 104 2
TSI 95 BlueMotion	£14975 94	94 -	2.0 TDI 150 Design 2.0 TDI 150 Sport	£21410 £23230	148 119	9 21	3.0 V6 TDI 204 R-Line	£46900	204 173 40	1.6 T3 Business Edition	£22455	150 139 2
TSI 150 ACT BlueGT TSI GTI	£18105 148 £19095 189		BEETLE CABRIOLET 2dr of and quite chic in open-top form	***	★☆		3.0 V6 TDI 262 R-Line	£48700	258 174 42 258 174 42	1.6 T3 SE 1.6 T3 R-Design	£27455 £28955	150 135 2 150 135 2
LO 5dr hatch The sensible ned, easy-going and desirable	****		1.2 TSI 105 1.2 TSI 105 Design	£19465 £21860	104 129	16	3.0 V6 TDI 262 Escape CARAVELLE 5dr MPV Rugger	d workhors		1.6 D2 Business Edition 2.0 D3 Business Edition	£23395 £24245	118 98 1 148 105 2
60 S 60 S A/C	£12125 59 £12845 59	106 - 106 -	1.4 TSI 150 Design 1.4 TSI 150 Sport	£23750 £25350	148 138 148 138		people 2.0 TSI 150 SE SWB	★★★ £36137	☆☆ 148 210 -	2.0 D4 Business Edition 2.4 D6 AWD Hybrid SE Lux Nav	£25495 £50175	187 104 2 284 48
60 Match 75 Match	£13560 59 £14085 74	106 - 108 -	2.0 TDI 110 2.0 TDI 110 Design	£21275 £23650	108 115 108 115				201 206 - 148 161 -	2.4 D6 AWD Hybrid R-Design Lux V70 5dr estate Spacious, but		284 48 om vague
TSI 90 Match TDI 75 Match	£14705 89 £15770 74	107 - 93 -	2.0 TDI 150 Design 2.0 TDI 150 Sport	£24480 £26080	148 120 148 120	23	2.0 TDI 204 SE SWB	£39746	201 171 - 201 176 -	steering and old engines 2.0 D3 SE Nav	***	
TSI 110 SE L TDI 90 SE L	£17135 108 £17645 89	99 - 93 -	2.0 TSI 220 Sport CC 4dr saloon Loses a name a	£26580	217 154	4 29	2.0 TDI 150 SE LWB	£39193	148 164 - 201 175 -	2.0 D4 SE Lux 2.0 D4 SE Nav	£34920 £33320	178 114 3 178 114 2
TSI 110 R-Line TSI 90 R-Line	£17055 108	99 - 107 -	never compels 1.4 TSI 150	£25445	★☆		2.0 TDI 150 Executive SWB	£40711	148 161 - 201 171 -	2.0 D3 Business Edition 2.0 D3 SE Lux	£26195	148 108 2 148 113 2
TDI 90 R-Line	£18295 89	93 -	2.0 TDI 184 GT	£30910	148 13: 181 12:	7 27	2.0 TDI 204 Executive SWB 2.0 TDI 204 Exec. SWB 4Motion		201 176 -	2.0 D4 Business Edition		178 114 2
TSI 95 BlueMotion TSI 150 ACT BlueGT		94 - 110 -	2.0 TDI 184 GT Black Edition 2.0 TDI 150	£31485 £27305	181 12	3 23	VOLVO			\$80 4dr saloon Showing its a spacious and well-priced	***	**
TSI GTI L <mark>ef Cabriolet 2dr op</mark> e			2.0 TDI 150 GT 2.0 TDI 150 GT Black Edition	£28885 £29460	148 118 148 118	3 24	V40 5dr hatch A handsome, w and likeable car, but not perfect	***	★ ☆	2.0 D4 SE Lux 2.0 D4 SE Nav	£32420	
spiring four-seat soft-top TSI 105 S	★★★☆☆ £22850 103	119 15	2.0 TDI 150 R-Line 2.0 TDI 184 R-Line	£29535 £31560	148 118 181 12	7 28	1.6 T2 ES Nav		120 94 19	XC60 5dr 4x4 Lovely, usable Not as spacious as others!	***	*☆
TSI 125 S TSI 125 SE		127 19 127 19	2.0 TDI 150 R-Line Black Edition 2.0 TDI 184 R-Line Black Edition		148 118 181 12				120 127 19 120 127 19	3.0 T6 R-Design Lux Nav AWD 2.0 D4 SE	£43720 £31660	300 249 3 187 117 2
TSI 150 GT TSI 220 GTI		128 29 152 35	SCIROCCO 3dr coupé A com Entertaining, practical and stylis						120 127 19 120 127 19	2.0 D4 SE Nav 2.0 D4 SE Lux	£32460 £34360	187 117 2 187 117 2
TSI 265 R TDI 110 S	£33650 261		1.4 TSI 125 1.4 TSI 125 GT		123 125 123 125		1.6 T3 150 SE	£22820		2.0 D4 SE Lux Nav 2.0 D4 R-Design	£35160	187 117 2 187 117 2
TDI 110 SE TDI 150 SE	£25675 108	111 17	1.4 TSI 125 GT Black Edition 2.0 TSI 180	£23410 £23065	123 125 178 143	5 23	1.6 T3 SE Lux Nav	£25620		2.0 D4 R-Design Nav 2.0 D4 R-Design Lux	£33735	187 117 2
TDI 150 GT	£28490 148	112 23	2.0 TSI 180 GT 2.0 TSI 180 GT Black Edition	£24915 £25465	178 142 178 142	2 31	1.6 T3 R-Design Nav	£24395			£36360	187 117 3
sless with it	****		2.0 TSI 180 R-Line	£26985	178 142	2 31	2.5 T5 R-Design Nav Auto	£30175	241 137 35	2.4 D4 SE Nav AWD	£33990	187 137 2
TSI 85 S TSI 125 S	£17595 84 £19365 123	120 -	2.0 TSI 180 R-Line Black Edition 2.0 TSI 280 R	£32855	178 143 276 183	7 42	2.5 T5 Cross-Ctry Lux Nav AWD	£34250	241 137 35 241 149 30	2.4 D4 SE Lux AWD 2.4 D4 SE Lux Nav AWD	£36690	187 137 3
TDI 110 S TDI 110 BlueMotion	£20370 108 £21675 108	89 -	2.0 TSI 220 GTS 2.0 TDI 150	£28470 £23730	217 143 148 109	27	1.6 D2 ES Nav	£22145	118 94 17 118 94 17	2.4 D4 R-Design AWD 2.4 D4 R-Design Nav AWD	£35265	187 137 2 187 137 2
TSI 125 Match TDI 110 Match	£20640 123 £21645 108	99 -	2.0 TDI 150 GT 2.0 TDI 150 GT Black Edition	£25580 £26130	148 109 148 109	9 28	1.6 D2 SE Nav	£23670			£37890	187 137 3
	£23010 148 £20080 113	99 -	2.0 TDI 150 R-Line 2.0 TDI 150 R-Line Black Edition		148 109 148 109	9 28	1.6 D2 SE Lux Nav	£25670	118 94 18 118 94 18	2.4 D5 SE Nav AWD 2.4 D5 SE Lux Nav AWD	£38690	217 137 3 217 137 3
TSI 150 GT TDI 110 GT	£24165 148 £23305 108	101 -	2.0 TDI 184 GT 2.0 TDI 184 GT Black Edition	£26580 £27130	181 11: 181 11:	5 31	1.6 D2 R-Design Nav	£24445	118 94 17 118 94 17		£39890	217 137 3 217 137 3
TDI 150 GT TSI ACT 150 R-Line	£24670 148 £25160 148	109 -	2.0 TDI 184 R-Line 2.0 TDI 184 R-Line Black Edition	£28650	181 115 181 115	5 31	1.6 D2 R-Design Lux	£25320	118 94 18 118 94 18	XC70 5dr estate Dull and une last		ıl, but built to
TDI 150 R-Line TDI 184 GTD	£25665 148 £26895 181	109 -	PASSAT 4dr saloon Supreme tad too conservative to be entert	ly well-ex	ecuted but	а	1.6 D2 C-Country SE	£23970		2.0 D4 SE Nav 2.0 D4 SE Lux	£34670	178 115 2 178 115 2
TSI 220 GTI TSI 300 R 4Motion	£27435 217	139 -	1.6 TDI 120 S 1.6 TDI 120 BlueMotion	£22650	118 10	5 15	1.6 D2 C-Country Lux	£25970	118 96 17	2.4 D4 SE Lux AWD 2.4 D5 SE Nav AWD Auto	£38550	178 137 3 217 153 3
LF 5dr hatch The complete		a result	1.6 TDI 120 SE	£23530 £23460 £23800	118 10	5 12	2.0 D3 SE	£23920	148 99 22	2.4 D4 SE Nav AWD	£36600	178 137 3
eassuringly expensive TSI 85 S	£18250 84	113 -	1.6 TDI 120 SE Business 1.6 TDI 120 GT	£23890 £25750	118 109	9 13	2.0 D3 SE Lux Nav	£26720	148 99 22 148 99 23	2.4 D5 SE Lux 4WD Auto XC90 5dr 4x4 Volvo takes the	e fight to La	
TSI 125 S TDI 110 S	£20020 123 £21025 108	99 -	2.0 TDI 150 S 2.0 TDI 150 SE	£23775 £24585	148 10	5 19	2.0 D3 R-Design Nav	£25495	148 99 21 148 99 22	- with seriously impressive result 2.0 T6 Momentum	£49705	316 179
FDI 110 BlueMotion FSI 125 Match	£22330 108 £21295 123	120 -	2.0 TDI 150 SE Business 2.0 TDI 150 GT	£25015 £26875	148 100 148 100	9 19	2.0 D3 Cross Country SE	£25020	148 99 23 148 99 21		£54245	316 186
FDI 110 Match TDI 150 Match	£22300 108 £23665 148	106 -	2.0 TDI 150 R-Line 2.0 TDI SCR 190 GT	£27870 £28225		7 22	2.0 D3 Cross Country Lux Nav	£27820	148 99 22	2.0 T8 Hybrid Momentum 2.0 T8 Hybrid R-Design	£60455 £63355	401 49 401 49
	£20735 113 £24820 148	99 -	2.0 TDI SCR 190 R-Line 2.0 TDI 240 BITDI SCR GT	£29220 £34955	187 107 237 139	7 23	2.0 D4 SE	£25120		2.0 T8 Hybrid Inscription 2.0 D5 Momentum	£64205	401 49 222 149
TDI 110 GT TDI 150 GT	£23960 108 £25325 148	101 -	2.0 TDI 240 BITDI SCR R-Line PASSAT ESTATE 5dr estat	£35950	237 139	28	2.0 D4 SE Lux Nav	£27920	187 99 27 187 99 25	2.0 D5 R-Design 2.0 D5 Inscription	£49785	
TSI ACT 150 R-Line TDI 150 R-Line	£25815 148	115 -	civilised estate 1.6 TDI 120 GT	***	★☆		2.0 D4 R-Design Nav	£26695	187 99 25 187 99 26	WESTFIELD		LLL IJL
TDI 184 GTD	£27915 181	109 -	1.6 TDI 120 S	£24200	118 107	7 15	2.0 D4 Cross Country SE	£26220	187 104 24	SPORT 2dr open Entry-level		
TSI 220 GTI TSI 300 R 4Motion	£28455 217 £31775 296	165 -	1.6 TDI 120 BlueMotion 1.6 TDI 120 SE	£25080 £25010	118 10	7 12	2.0 D4 Cross Country Lux Nav	£29020		very quick and fun, but no Caterh 2.0 150 Classic Special Edition	£19780	150 -
TSI 204 GTE TSI 204 GTE Nav	£33995 201 £35760 201		1.6 TDI 120 SE Business 2.0 TDI 150 GT	£25440 £28425	118 10 148 110	19	S60 4dr saloon T6 is rapid, all niche choice, otherwise understat	ed ★★	★★☆	1600 Sport Turbo	£20496 £24999	150 - 195 -
olf LF ESTATE 5dr estate C	£31650 113 assy hatchback	O - in a	2.0 TDI 150 R-Line 2.0 TDI 150 S	£29420 £25325	148 110	19	1.6 D2 R-Design Nav	£29245	118 99 19 118 99 18	1.6 Sigma 135 Sport 1.6 Sigma 155 Sport	£21950 £23005	135 - 155 -
e practical form - what's not t		**	2.0 TDI 150 SE 2.0 TDI 150 SE Business	£26135 £26565	148 10 148 10	7 19	1.6 D2 SE Nav	£27745	118 99 18 118 99 18	2.0 Sigma 200 Sport 2.0 170 Aerorace		200 -
TSI 125 S TDI 90 S	£20720 123	123 -	2.0 TDI 190 SCR GT	£29775	187 110 187 110	22	1.6 T3 R-Design Nav	£28305	150 131 23 150 131 23	ZENOS	2.1230	
TDI 110 S	£21725 108	102 -	2.0 TDI 190 SCR R-Line 2.0 TDI 240 BITDI SCR GT	£30770 £36505	237 14	28	2.0 D3 R-Design Lux Nav	£32595	148 102 25	E10 2dr open A Lotus and Cate		
TDI 110 BlueMotion TSI 125 SE	£23030 108 £21895 123	123 -	2.0 TDI 240 BITDI SCR R-Line 2.0 TDI 150 SCR Alltrack		237 140 148 130	23	2.0 D3 R-Design Nav	£30095	148 102 25 134 102 24	affordable in near perfect measu 2.0	£24995	200 -
TDI 110 SE TDI 150 SE	£22900 108 £24265 148	108 -	2.0 TDI 190 SCR Alltrack DSG	£34265	18/ 13	1 23	2.0 D3 SE Nav	£28595	134 102 24 134 102 23		£29995 £39995	
TSI 115 SE BlueMotion	£21185 113	no.					2.0 D4 Cross Country Lux Nav					

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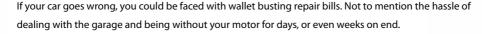


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30-70mph Indicates overtaking ability through the gears 50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard 60-0mph Recorded on a high-grip surface at a test track Mph/1000rpm Figure is the speed achieved in top gear

												100
ALFA RON	4ΕΩ											
MITO 3dr hatch	* * 7	k dr	_									
1.4 Cloverleaf	136	7.9	21.1	6.9	7.3	2.7	168	184	23.2	36/42	1265	7.4.10
GIULIETTA 5dr h										00, 12		
2.0 JTDm	135	8.4	22.3	7.7	7.9	2.7	168	258	34.8	40/57	1475	13.10.10
4C 2dr coupé/co	nver	tible 🤊										
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16
AL DINIA												
ALPINA	-			-								
B3 BITURBO 4di				7		2.0	40.4	442	41 E	27/25	1/10	20.0.12
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13
ARIEL												
ATOM Odr open	***	+ * *	_									
V8	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8.11
NOMAD Odr ope			*							,		
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	na/na	735	24.6.15
ASTON MARTIN												
V8 Vantage 2dr	coupe	**	**	4						loc		
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4.07
RAPIDE 4dr cou		***		4.		2.02		457	22.6	10/22	1000	20.2.12
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	45/	33.6	19/23	1990	20.3.13
AUDI												
A1 3dr hatch *	++4	r sh										
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165	10.11.10
S1	155	5.9	14.4	5.2	5.4	2.6	228		25.6	30/39		28.5.14
A3 3dr/5dr hato		***	*		٠				_0.0	00,07	.070	20.0.11
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9.12
S'back e-tron	138	7.9	20.9	6.6	8.5	3.0	201	258	30.7	45/49		31.12.14
RS3 S'Back	155	4.1	10.3	3.7	7.7	2.8	362		34.2	26/37		10.6.15
A4 4dr saloon *	**	★ ☆										
2.0 TDI S line	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
A5 2dr coupé/ca				☆								
3.0 TDI quattro		6.4	16.6	5.9	8.0	2.7	237		35.7	32/43		25.7.07
3.0 TDI cabrio	153	7.1	20.2	6.6	*4.0		237			34/38		12.9.09
RS5 4.2 V8	155	4.6	10.7	4.0	8.9	2.7	444	317	29.0	22/30	1855	27.10.10
A6 4dr saloon/5			***		0.2	2.0	175	200	24.4	44/55	1/75	4511
2.0 TDI SE	141 155	8.9	24.1	7.7	9.3	2.8	175 201			44/55 34/46		4.5.11
3.0 TDI SE RS6 Avant	155	7.2	20.3 8.7	6.4 3.1	12.8	2.4	552		39.9 40.0		1805 2010	19.10.11 3.7.13
A7 Sportback 4			0.1	J.I	12.0	2.4	JJL	JIU	40.0	20/20	2010	3.1.13
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9	31/40	1940	9.2.11
A8 4dr saloon *		**	10.1	0.5	1.0	2.0		507	12.7	31,10	17-10	7.2.11
4.2 V8 TDI	155	5.0	13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130	16.6.10
TT 2dr ***										-, -0		
2.0 TFSI S-line		6.6	14.5	5.0	6.5	2.5	227	273	30.1	29/35	1305	26.11.14
Q3 5dr 4x4 **	**	☆										
2.0 TDI SE	132	8.3	25.5	8.1	*11.5		175	280	35.8		1710	16.11.11
RS	155	5.0	12.6	4.5	8.3	2.8	306	310	32.4	32.4	1655	1.1.14
Q5 5dr 4x4 ★★		*						255	20.5	20/25	4000	111.00
2.0 TDI SE	125	9.9	34.2	10.2	9.9	2.8	168	258	29.8	29/37	1880	14.1.09
Q7 5dr 4x4 ★★		¥	17.		* 2 ^		266	440	47.0	22/21	2245	12015
3.0 TDI S line	145	6.2	17.6	6.2	*3.8	-	268	443	41.6	32/36	2245	12.8.15
R8 2dr coupé ★ V10 Plus	205	3.1	6.7	2.6	5.7	2.8	602	/112	26.9	15/23	155F	30.12.15
VIO FIUS	203	J.I	0.1	۵.0	J.1	2.0	002	413	0.0	13/23	1333	30.12.13
BENTLEY												
CONTINENTAL 2	dr co	upé 🗲	**	★☆								
GTC V8	187	4.5	10.8	3.9	*2.7	2.8	500	487	27.4	18/27	2470	4.4.12
GT	198	4.6	10.9	4.2	*2.4		567	516	34.9	7/15	2375	1.6.11
GT3-R	170	3.7	8.2	3.1	8.7	3.0	572	518	37.6	-/18	2195	8.7.15
FLYING SPUR 4 0		oon 🖈		k to								
W12	200	4.5	10.4	3.6	8.4	3.0	616	590	44.5	18/26	2475	7.8.13
MULSANNE 4dr				☆								
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752	44.8	18/21	2745	21.9.11
RMW												
BMW 1SERIES 3dr/5d	r bak	h 🚣										
			30.0	10 O	17.3	_	114	199	37.7	54/60	1305	27.5.15
								177	J1.1	J7/UU		
116d ED Plus M135i	124 155	4.6	11.4	4.0	6.8	2.6	315	322	35.9	30/41	1545	14.11.12

2204 SE

M235i IES ACTIVE

12.1 3.0 148 243 40.4 42/56 1450

143 7.8 20.9 7.3 8.8 2.9 181 280 39.6 46/62 1450 140 8.5 24.7 8.4 9.0 2.1 187 295 34.5 50/53 1610 155 6.3 14.7 5.7 5.4 2.7 322 332 28.1 26/35 1530

 320d Sport
 146
 7.7
 20.9
 7.6
 9.7
 2.6
 181
 280
 36.2
 41/57
 1535

 330d Touring
 155
 5.5
 14.2
 5.1
 8.8
 2.6
 255
 413
 45.2
 43/54
 1735

 318d Sport GT
 130
 9.5
 28.6
 9.5
 12.4
 2.7
 141
 236
 36.5
 50/57
 1615

uxury 129 8.9 26.5 8.7 12.1 3.0 ES 4dr saloon/5dr estate/5dr hatch **

```
Braking 60-0mph
                                                                    Mpg test/touring
                                                               Mph/1000rpm
                                                         (B/E)
                                 30-70mph
                                                   Power (bhp)
                                                                          Ş
                                                         Torque (
435i M Sport 155
M4 155
                      5.5
4.1
                           13.2
8.8
                                       6.3
6.1
                                                  302
425
 M4 155 4.1 0.0 5...

5 SERIES 4dr saloon/5dr GT/5dr estate
530d SE 155 6.4 16.1 5.4 *3.3 3.0 520d SE Touring138 8.1 23.0 8.3 *5.0 2.6 ActiveHybrid5 155 5.6 13.5 5.0 10.5 2.6
                                                  241
181
335
                                                        398 48.1 36/46 1830
280 38.7 38/42 1810
332 40.4 27/33 1925
                 155
                      4.3 9.0 3.6 6.4 2.8 552
                                                        502 38.2 19/28 1975
 SERIES 2dr coupé/2dr open *****
540d M Sport | 155 | 5.3 | 13.1 | 4.6 | *2.7 | 2.6 | 309 | 464 | 42.1 | 33/45 | 1840 |
550i cabrio | 155 | 5.6 | 12.4 | 4.5 | 7.8 | 2.6 | 402 | 442 | 38.5 | 22/29 | 2085
650i cabrio
                                                                                           20
                 153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795
 3 5dr hatch ***
1.3 Range Extd 93
                      8.1 -
                                 7.6 *4.9 3.4 168
                                                        184 - 294wh/m 1390
                 155 4.5 10.6 3.7 3.3 2.8 357 420 33.3 50/40 1560 17.9.14
  4 2dr convertible
xDrive20d xLine136 8.2 24.2 8.0 11.8 2.8 187
 xDrive20d SE 130 8.4 27.4 8.7 10.7 3.15 181
                                                        280 33.5 37/43 1825 12.1.11
 xDrive30d
X5 5dr 4x4 *
                 145 5.9 16.9 5.8 11.1 2.6 255 416 43.7 34/45 1895
                 155 5.7 15.3 5.2 9.5 2.9 376 546 40.5 28/34 2265 155 4.2 9.8 3.5 10.2 2.8 567 553 42.3 21/26 2350
                                                                                           1.4 SF
                 147 7.3 21.2 7.1 *4.1 2.6 282 428 34.0 26/31 2275 11.6.08
Super Sport 268 2.6 5.0 1.7 5.9 2.6 1183 1106 40.6 12/18 1995
CATERHAM
CSR 260
                 143 4.1 9.8 3.1 4.4 3.3 260 200 22.8 24/26 570 11.10.0
                 100 8.4 - 8.7 7.6 4.8 80 79 16.7 39/45 490 20.11.13
CHEVROLET
                 155 5.6 12.4 4.5 12.2 2.7 426 419 43.3 23/29 1175 20.6.12
    V<mark>ETTE 2dr coupé ★★★★☆</mark>
toray 181 4.4 9.4 3.3 11.7 2.3 460 465 48.4 22/33 1539
CHRYSLER
3.0 Executive 144 7.3 21.1 7.5 *4.5 2.6 236
CITROEN
                 114 10.8 41.9 11.0 14.4 2.9 94 100 20.9 39/48 -
2.0 HDi Excl.
                 129 8.5 25.2 7.9 9.2 3.15 148 251 34.2 43/49 1470
1.6 BlueHDi 100 114 11.8 41.2 11.7 7.2 2.9 99
                                                       187 36.1 47/62 1225 16.7.14
                   0 5dr MPV
2.0 BlueHDi
                 130 10.1 30.1 9.6 12.5 2.9 148
                                                        273 34.7 44/52 1430 27.11.13
                 *****
136 8.7 25.3 8.8 9.1 2.9 171
                                                        273 34.5 38/44 1951
         GO 5dr MPV
                                 16.7 14.0 2.9 90
                                                         159 26.6 38/47 1580
DACIA
1.2 75 Access 97 15.3 - 17.6 23.0 3.0 74
                                                       79 20.3 32/38 941 27.2.13
                                                                                           1.0 '1'
                 ******
133 7.6 41.9 7.1 10.0 2.7 154 177 29.8 36/45 1200
1.6 THP 150
                 117 12.0 48.8 12.3 18.0 2.9 118
2.0 HDi 160
                 134 9.1 26.5 8.7 11.0 2.9 161
                                                        251 40.1 42/55 1660
FERRARI
F12 Berlinetta 211 3.0 6.5 2.3 5.4 2.2 731 509 29.7 13/18 1630
                 193 3.9 9.2 3.2 6.6 2.5 453 357 25.9 15/24 1785 22.7.09
1.2 Easy
4x4 TwinAir
                 102 14.6 - 15.3 19.9 3.0 68 75 22.2 39/49 1020
103 14.6 - 15.8 16.0 3.0 84 107 20.8 37/44 1050
 Abarth 595
                 130
                      7.5 20.1 6.4 7.0 2.8 158
11.7 - 13 15.3 3.3 84
                                                        170 23.9 34/39 1035
107 22.9 35/39 1070
FORD
1.2 Style+ 99 13.6 - 23.2 10.4 2.9 67 80 22.1 41/53 1020
B-MAX 5dr MPV * * * * *
1.0T Ecoboost 117 11.6 39.0 11.1 11.0 2.8 118 147 23.6 35/41 1345
                                                        94 21.9 34/41 1090
177 26.5 32/41 1163
                 109 11.9 43.4 11.9 21.8 2.7 95
137 7.0 17.0 6.0 7.1 2.6 180
ST-2 137
FOCUS 5dr hatch *
1.5 TDCi Zetec 121 10.9 36.3 10.9 10.3 3.35 118 199 33.1 59/63 1343 GRAND C-MAX 5dr MPV ****
2.0 TDCi T'im 123 10.5 32.0 10.4 13.9 2.5 148 258 39.5 44/46 1725 26.8.15
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ECT 5dr MPV 🗲

- 13.9 19.1 2.9 114 236 26.7 40/45 1785

130 10.0 28.8 9.4 12.7 3.1 148 258 38 53/56 1597

1.6 TDCi T'ium 103 13.2

```
Braking 60-0mph
                                                        test/touring
                                                   Mph/1000rpm
                                              (Ib/ft)
                           30-70mph
                                          Power (bhp)
                                                             ĝ
                       0-100mph
                                50-70mph
       G 2dr coupé
5.0 V8 GT F'back155 5.2

ECOSPORT 5dr off-roader *

1.5 TDCi 99 14.3
                            4.2 9.4 2.7 410 391 35.1 19/25 1720 24.2.16
                      11.6
                       - 15.2 14.4 2.7 89 151 28 39/48 1384
    A 5dr off-roade
              122 10.9 44.2 11.8 7.4 2.6 161 251 31.6 34/39 1707
3.2 TDCi
              109 10.8 35.7 10.7 9.8 3.2 197 347 32.4 28/35 2265
GINETTA
              140 6.3 17.2 6.1 8.3 3.6 175
                                              140 22.6 28/- 880
1.4 ES
                  10.7 35.2 10.7 14.3 3.2 99 94 20.5 35/43 1075 29.10.08
2.2 i-DTEC EX 135 8.3 24 7.9 12.2 -
                                        148 258 38.7 38/55 1480
                  5.5 13.4 5.0 6.7 2.7 306 295 27 32/37 1378
HR-V 5dr hatch ★★★★
1.6 i-DTEC SE 119 10.5 34.9 10.4 11.2 - 118 221 34.4 56/57 1324
2.2 i-DTEC EX 118 9.7 31.3 9.9 5.9 2.5 148 258 32.4 36/45 1806 24.10.12
              96 14.7 - 16.2 19.9 2.9 65 70 20.0 44/51 925 29.1.14
              114 12.2 42.4 12.1 17.3 3.0 99
                                               99 21.8 43/54 1060
1.6 CRDi Active 115 11.7 38.3 11.5 14.8 2.8 109 192 22.5 49/60 1360 14.3.17
  0 5dr estate
              118 12.2 41.4 12.5 12.3 2.9 114 192 29.4 44/51 1555
2.0 Premium
             112 10.9 40.9 11.1 9.2 2.9 134 236 29.1 36/44 1695
     A FE 5dr SUV
             118 9.0 27.6 9.2 *5.5 2.7 194 311 37.5 36/43 1940 19.9.12
2.2 CRDi
INFINITI
1.6t Premium 124 9.4 26.4 9.1 15.5 2.85 120 148 31.6 35/39 1436
        mium 143 8.7 25.0 8.7 5.1* 3.0 168 295 42.5 49/59 1750
2.2 Prm'm Tech137 9.6 28.6 9.6 15.8 3.2 168 295 40.8 39/45 1896
                                                                   25.2.15
V8 S cabrio
              186 4.0 9.4 3.4 8.0 2.8 488 460 46.8 19/29 1655
171 4.9 12.1 4.2 12.7 2.7 375 339 36.2 24/33 1594
3.0 Sportbrake 155 7.1 18.4 6.6 8.5 2.9 271 442 49.7 32/46 1875 31.10.12
R-Sport 2.0
             136 9.4 26.1 9.0 16.1 2.9 178 318 44.1 47/56 1595
R-Sport 2.0
              147 7.6 19.0 6.9 13.3 2.7 197 206 33.8 30/49 1530
3.0D LWB
              155 6.3 16.5 6.6 *3.6 2.7 271 443 43.5 28/36 1960
95 13.8
                        - 14.9 24.4 3.2 68
               112 12.9 51.2 13.9 15.2 2.8 114 192 31.7 47/56 1581
   "D 3/5dr hatch 🖈
117 10.6 34.1 10.3 9.6 2.5 113
              114 11.4 39.1 11.5 19.1 3.0 107
              125 10.5 35.4 10.4 10.6 3.2 134 239 31.9 41/46 1535
         5dr 4x4
2.0 CRDi F.E.
             112 10.5 41.8 11.3 12.2 3.0 134 236 33.6 35/39 1635
       7 5dr 4x4
2.2 CRDi KX-4 128 9.3 28.6 9.4 *5.7 - 197 325 35.2 35/39 1953
90 XS 2.4D
        4D 83 15.1 −
RY SPORT 5dr 4x4 ★3
                           17.0 15.5 3.5 121 265 26.2 19/28 1889
HSE Luxury
              117 8.9 27.6 9.0 11.8 2.4 188 310 47.2 34/37 1863
TDV6 HSE
              109 12.2 42.8 13.0 7.9 3.4 193 328 36.6 17/24 2718 16.11.04
         VER 5dr 4x4
4.4 SDV8
              135 7.0 19.0 6.7 *3.8 2.9 334 516 41.8 25/35 2625 12.12.12

VOQUE 5dr 4x4 ★★★☆
2.2 DS4
              121 8.4 30.8 9.5 *5.7 3.1 187 310 37.3 30/36 1815 13.7.11
              3.0 TDV6
LEXUS
IS300h
              143 8.1 20.2 7.3 *4.3 2.7 220 163 - 39/48 1720 21.8.13
              112 11.1 37.2ff 11.4 *7.0 2.7 134 105/153 -
GS250
              144 9.2 26.0 9.0 16.2 2.9 207
  5dr 4x4 ★
300h
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168 4.8 10.7 3.9 12.9 2.9 471 391 39 24/28 1765 18.2.15

112 9.7 30.4 9.1 *5.6 2.7 194 na

RC F 2dr coupé RC F

- 32/38 1905 1.10.14

Make and Model Top speed 0-60mph 0-100mph 50-70mph 50-70mph Braking 60-0mph Power (bhp) Torque (lb/ft) Mph/1000rpm Mpg test/touring Weight (kg)	Make and Model Top speed 0-60mph 0-100mph 30-70mph Braking 60-0mph Power (bhp) Torque (lb/ft) Mph/1000rpm Mpg test/kouring Weight (kg)	Make and Model Top speed 0-60mph 0-100mph 30-70mph Fover (bhp) Torque (lb/ft) Mph/1000rpm Mpg test/fouring Weight (kg)
LOTUS ELISE 2dr roadster * * * * * *	NOTE 5dr hatch ★★★★☆	ZETSdrSUV ***** 2.0 T01140 119 10.7 39.1 11.2 12.3 2.7 138 236 34.5 36/46 1545 7.1009
1.6 127 6.7 21.1 7.1 14.3 2.9 134 118 24.7 39/42 900 26.5.10 EVORA 2dr coupé ★ ★ ★ ☆	PULSAR 5dr hatch ★★★☆☆ 1.5 dCin-tec 118 10.9 35.5 10.8 13.1 2.9 108 192 35.7 50/57 1307 12.11.14	SUBARU
Evora 2+2 162 5.4 13.0 4.7 8.2 2.3 276 258 27.8 24/33 1382 26.8.09 Evora S 2+0 172 4.5 11.3 4.0 6.8 2.4 345 295 34.8 21/26 1430 30.3.11 EXIGES 2dr coupé ** * * * * *	Acenta 1.6 111 10.3 41.6 9.9 12.7 3.0 115 117 19.5 36/46 1230 3.11.10	XV 5dr hatch ★★★☆☆ 2.0D SE 120 8.9 29.1 9.5 10.1 2.7 145 258 34.7 39/51 1465 21.3.12 LEVORG 5dr estate ★★★☆☆
Exige S 170 4.1 9.6 3.7 5.5 2.5 345 295 27 21/30 1176 3.4.13	Nismo RS 137 7.5 18.7 6.0 9.0 3.2 215 207 23.9 34/35 1341 11.3.15 LEAF 5dr hatch ★★★☆	GT 1.6i L'tronic 130 8.4 24.6 7.9 21.0 2.6 168 184 31.9 34/36 1537 13.1.16 FORESTER 3/5dr hatch ★★★☆☆
MAS∃RATI GRANTURISMO 2dr coupé ★★★☆ 4,2 CT 177 5.6 13.0 4.9 *2.8 2.8 400 339 32.1 18/27 1975 22.08	Leaf 91 10.9 - 11.4 7.3 2.8 107 207 8.76 320Wh/m1545 27.4.11 OASHOAI 5dr hatch ****** 1.5 dCi 2WD 113 10.8 39.2 11.1 12.9 2.9 109 192 35.0 49/56 1365 192.14	2.0d XC 118 9.9 36.5 10.5 11.0 2.9 145 258 33.0 41/49 1540 5.6.13 WRX 4dr saloon ★★★☆ STI Type UK 159 5.4 13.3 5.1 9.4 2.8 296 300 27.6 23/31 1534 25.6.14
GRANCABRIO 2dropen ★★★☆ 4.7 V8 175 5.1 11.9 4.5 11.2 2.4 433 362 32.1 17/22 2085 14.7.10	X-TRAIL 5dr hatch ★★★☆ 1.6 dCi 2WD 117 11.2 39.7 11.7 11.2 3.0 128 236 32.8 42/48 1550 13.8.14	SUZUKI
CHIBLI 4dr saloon ★★★☆ Diesel 155 6.5 17.2 6.0 5.1 2.7 271 443 43.3 31/40 1835 12.3.14		SWIFT 3/5dr hatch ★★★★☆ 103 11.6 37.2 11.1 18.7 3.0 93 87 21.5 43/47 1010 15.9.10 CELERIO 5dr hatch ★★★★☆
MAZIDA 2 5dr hatch ★★★★☆	Black Edition 193 3.8 8.5 3.6 5.3 2.5 478 434 28.1 19/28 1775 6.5.09	1.0 SZ4 96 12.9 − 14.3 25.0 3.0 67 66 22.4 54/57 835 25.3.15 SX4 S-CROSS 5dr hatch ★★★☆☆
1.5 Sky'v-G SE 114 10.4 38.0 7.0 20.2 3.1 89 109 27.9 51/55 1050 22.4.15 3 5dr hatch ★★★★★ 2.2 SE-L 130 9.0 26.6 9.1 9.9 3.0 148 280 29.7 46/60 1470 4.12.13	M600 2dr coupé ★★★★★	1.6 DDIS SZ4 1II 10.0 32.6 10.1 8.9 2.57 118 236 35.1 57/67 1290 30.10.13 VTTARA 5dr hatch ★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★
2.2 SE-L 130 9.0 26.6 9.1 9.9 3.0 148 280 29.7 46/60 1470 4.12.13 55dr MPV ★★★☆☆ 1.6D Sport 111 12.5 − 13.4 11.1 2.9 113 199 31.3 35/40 1555 16.2.11	PEUGEOT	TESLA
6 4dr saloon/5dr estate ★★★☆ 2.2 Sport Nav 139 7.9 21.2 7.1 7.9 2.7 173 309 35 44/56 1480 23.1.13		MODEL S 5dr hatch ★★★★ Performance 130 4.7 11.7 3.7 2.2 2.7 416 443 8.7 411Wh/m 2108 11.9.13
M.K-5 2dr open ★★★★★ 1.5 SE-L Nav 127 8.4 24.8 7.9 14.7 3.3 129 111 24.5 46/49 1050 2.9.15 C.K-3 5dr hatch ★★★★☆	GTI 30th 143 6.5 16.1 5.8 6.7 2.9 205 221 25.6 41/42 1160 11.2.15 308 3/5dr hatch *** *** ** ** **	TOYOTA AYG0 5tr hatchback ★★★★☆
1.5D SE-L Nav 110 10.3 34.7 10.3 10.3 − 104 199 34.8 59/60 1275 22.7.15 CX-5 5dr hatch ★★★☆	508 SW estate ★★★☆ 2.0 HDi 163 138 9.6 28.6 9.7 5.8 2.57 161 255 32.3 32/46 1680 25.5.11	1.0 VVTi 99 13.9 - 15.2 24.1 3.0 68 70 22.5 49/63 900 2.7.14 VARIS 5dr hatchback ★★★☆☆
2.2 Sport Nav 126 9.4 28.0 9.1 9.7 2.3 148 280 34.9 24/55 1575 13.6.12 MCLAREN	1.6 e-HDi 117 10.7 37.8 11.5 11.8 3.2 114 199 32.7 49/59 1180 19.6.13	1.33 TR 114 11.5 43.6 10.9 19.6 2.9 98 92 23.7 42/51 1065 28.9.11 VERSO-\$ 5dr hatchback ★★★☆☆ 1.3 T Spirit 106 12.1 38.5 11.7 19.2 2.9 98 92 21.7 39/48 1125 9.3.11
650S 2dr coupé/roadster ★★★★ 3.8 V8 Spider 204 3.2 6.3 2.2 5.9 2.5 641 500 35.4 18/24 1468 30.7.13	Sport HDi 150 121 9.4 29.1 9.1 9.5 2.1 148 251 32.2 44/50 1580 11.11.09	GT86 3dr coupé ***** 2.0 manual 140 7.4 18.8 6.8 10.6 2.6 197 151 23.5 30/45 1235 47.12
P1 2dr coupé * * * * * * P1 217 2.8 5.2 2.2 6.0 2.3 903 664 36.0 19.6/ 7.5.14		AURIS 3/5dr hatch ★★★☆☆ 117 9.9 30.7 9.4 13.4 2.7 122 116 20.0 30/37 1275 17.1.07 PRUS 5dr hatch ★★★☆
MERCEDES-AMG C63 4dr saloon ****		TSpirit 112 10.9 35.0 10.9 *6.6 2.9 98+80 105+153 − 48/56 1415 87.09 LAND CRUISER V8 5dr 4x4 ★★★☆
C63 155 4.4 9.7 3.4 7.5 2.7 469 479 38.1 19/25 1715 3.6.15 GT 2dr coupé ★★★★☆	BOXSTER 2dr convertible ★★★★★	4.5 D-4D 130 8.6 27.5 9.1 *5.4 3.0 282 479 40.3 18/20 2880 30.1.08
S 193 3.6 7.8 2.8 5.5 2.5 503 479 34.7 20/29 1715 297.15 MERGEDES-BENZ	CAYMAN 3dr coupé ★★★★★	VAUX-HALL ADAM 5dr hatch ★★★☆☆ 1.2 JamecoFLEX 103 14.3 - 15.3 20.8 2.8 68 85 21.8 39/45 1086 6.2.13
A-CLASS 5dr hatch ★★★☆ A200 CDI Sport 130 8.9 28.3 9.0 10.1 2.5 134 221 37.1 48/58 1475 7.11.12	GT4 183 4.6 10.0 3.5 6.0 2.5 380 310 25.5 28/− 1340 23.9.15 911 2dr coupé ★★★★	VIVA 5dr hatch ★★★☆ 1.0 SE A/C 106 13.0 - 14.1 19.0 - 74 70 20.3 49/55 938 15.7.15
A45AMG 168 4.2 11.5 4.3 4.5 2.8 355 322 38.1 27/37 1555 148.13 B-CLASS 50t MPV ★★★☆☆ B-200 CDI Sport130 9.4 28.8 9.6 11.9 2.7 134 221 37.8 20/52 1495 292.12	GT3 RS 193 3.4 7.8 2.8 6.9 2.4 493 339 24.2 20/28 1495 19.8.15	CORSA 3/5dr ★★★ ★☆ L4T SRI VV-Line115 11.7 45.1 12.1 15.3 2.9 99 148 34.8 37/42 1176 19.11.14 VXR 143 7.2 18.3 6.4 7.8 2.4 202 181 23.8 29/34 1280 6.5.15
C-CLASS 4dr ★★★★ C220 Bluetec 145 8.1 22.9 8.1 11.7 2.8 168 295 42.4 41/51 1700 23.7.14	Carrera S 190 4.5 9.4 3.4 7.3 2.9 414 369 36.4 27/31 1535 20.1.16	VXR 143 7.2 18.3 6.4 7.8 2.4 202 181 23.8 29/34 1280 6.5.15 MERIVA 5dr MPV ★★★★ 1.4T140 SE 122 9.4 28.3 8.7 13.1 2.6 138 148 25.5 31/37 1465 2.6.10
CLA 4dr coupé/5dr estate ★★★☆ 220 CDI Sport 143 8.3 23.1 8.0 4.8 2.9 168 258 37.3 44/54 1525 26.6.13	PANAMERA 5dr hatch ★★★☆☆	ASTRA 5dr hatch ★★★★☆ 1.6 CDTi136 SRi 127 8.8 25.7 8.8 8.6 2.6 134 236 33.4 55/58 1350 30.9.15
200 CDISTS Brit 134 10.1 29.7 9.6 11.9 3.4 134 221 33.5 53/59 1555 18.11.15 E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★ E250 CDI auto 149 7.7 20.3 7.4 *4.4 2.9 201 367 34.8 36/42 1780 246.09	MACAN 5dr 4x4 ★★★★	INSIGNIA 5dr hatch/estate ★★★★☆ 2.0 CDTi 160 135 9.1 25.3 8.4 10.3 2.7 158 258 36.1 19/44 1655 19.11.08 ZAFIRA TOURER 5dr ★★★★☆
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GI4 UGE G4 YES

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GEA 4R GEA 2Y

GER 242D

6I NN

GI SBY

GI3 NDA

I HBC I HBR

LHCD

I HCE I HCF

I HCJ

LHCK

7 HCS

HCT I

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I FVR I FVS

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POS 3Y POW I3Y NO5I BOY NUA IIA PI2I ORY P205 SER PRO IIT NUR 70N NUS 24T NUT 73R PUD 5IE PUII LAN **ODD 80Y** OFF I6F PUI2 SER PUI2 VES PYK 3S OSC 64R RAD I3Y OSW 4ID RAF 4I RAM 463E R4II SOM R47 HOD R477 RAY PAD 13Y PAI2 DOE RAU IIIL PA2 FSH R47 NOR RHO IIOA RI6 DLE ROB 327 PAR 22IS 12 OBY BUC EK ROD 632S **PAT 216A** ROG 64N ROG 3129 PAY 770N P342 SON 20 HAN 20 LL0 200 NEY 20 PER ROS 6E PFF 3K ROSI YNS ROW 3IIA ROX 4IIA RI YDE

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Early British car exports

28 December 1895



Which was just as well, because Britain hadn't quite sorted out how it was going to deal with these new horseless carriages on the highways and byways. They were still classed as locomotives and subject to strict and outdated legislation for the safety of other road users, which did not encourage many companies to develop vehicles for British use.

Autocar wrote: "Although prohibited by the absurdity of the existing enactment from doing a trade in our own country, it is pleasing to note that the inventive ingenuity of British engineers has met with an appreciative response abroad."

Two carriages using electric motors from Acme and Immisch Electric Works, a large electrical engineering and contracting company based in London, were produced for His Imperial Majesty the Sultan of Turkey, Abdul Hamid II.

The company was run by electrical

pioneer Moritz Immisch, of German descent but based in London, with his compatriot Magnus Volk, another noted electrical engineer, collaborating on the

Autocar explained: "One carriage, a three-wheel 'dogcart' - the name derived from that given to two-person horsedrawn vehicles - was built by a leading firm of coach builders to the specific order of his Imperial Majesty, while the axle and rear wheels were specially constructed by Acme and Immisch for driving from the motor by means of spur and chain gearing. The battery in this carriage is placed beneath the seat and is entirely hidden from view and the motor is capable of developing up to 2hp."

The other carriage destined for the Sultan featured four wheels and different technology: "A special steering gear is used, consisting of a rack fitted radially to the fore carriage and actuated by a worm wheel and spindle, with a handle at the top, thus placing it under the firm and easy control of the driver.

"A special starting and reversing switch is fitted, and the total weight of the carriage, motor, gearing,

accumulators etc complete is about one ton, the battery alone weighing some 10.25 cwt [570kg]."

Autocar identified the method of propulsion as one area needing further development: "This, doubtless, is where improvement is necessary if electric auto cars are to come within the range of practical commerce. The speed obtained on the level averages five to six miles per hour and one charge of the accumulators lasts from three to four hours."

The four-wheeled carriage had its shakedown test on the streets of London before being shipped to Turkey.

Autocar wrote: "Walter A Clatworthy, the manager of Acme and Immisch, informs us that he and the company's works foreman drove about the streets of London in the four-wheeled vehicle and were not in any way interfered with by the authorities, although they ran into a horse-drawn carriage in Oxford Circus, fortunately doing but little damage."

Despite plenty of media interest in the exported machines, Immisch wasn't inundated with orders and retrained his efforts on other electric modes of transport, including boats and trams.

AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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TOUCHSCREEN

A	F	R	P	A	N	0	R	A	M	1	c	a
F	G	н	٤	R	E	F	T	G	Y	1	1	L
L	A	w	5	D	E	N	E	A	L	c	×	N
ì	M	F	A	1	R	8	U	M	P	5	L	L
0	s	×	G	т	c	н	U	M	K	0	٤	8
1	1	5	Ł	A	5	F	Y	a	A	D	F	8
R	T	Y	R	1	H	K	A	R	0	0	F	s
1	E	L	D	Q	c	٧	c	T	Q	G	1	H
×	U	P	T	Z	U	1	R	L	D	Y	C	1
т	н	E	R	м	0	D	Y	N	A	м	1	C
F	E	K	M	V	T	A	н	.1	L	A	E	E
G	R	L	1	1	C	1	Ε	N	G	1	N	E
A	D	G	x	x	L	Q	U	0	5	N	T	c

CRÉATIVE TECHNOLOGIE

